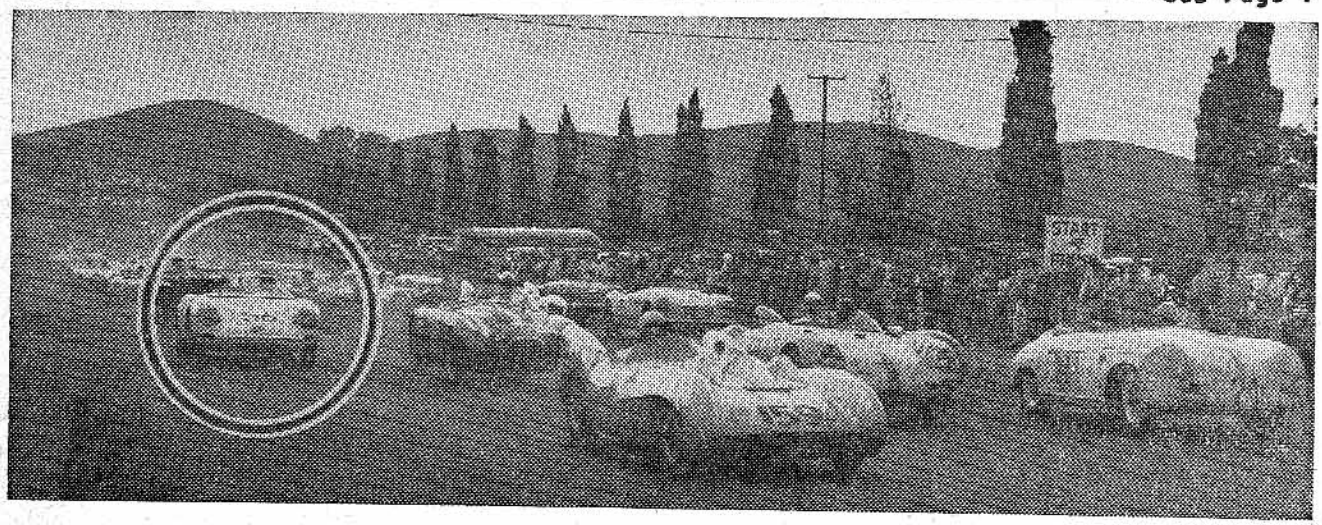
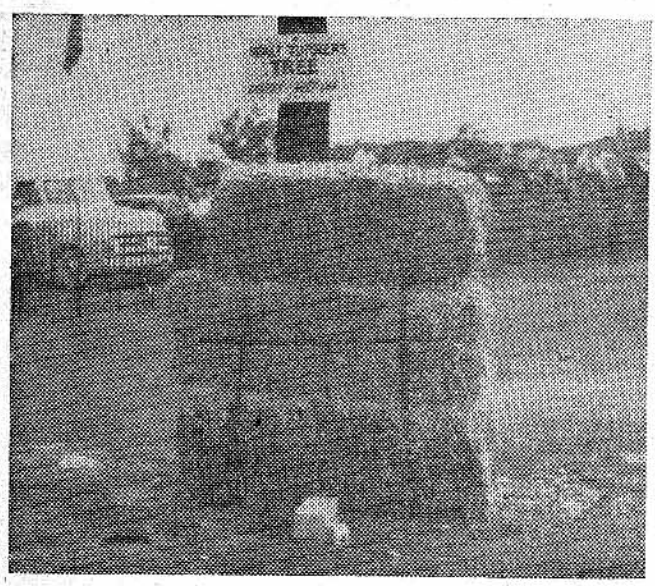
MOTOR RACING

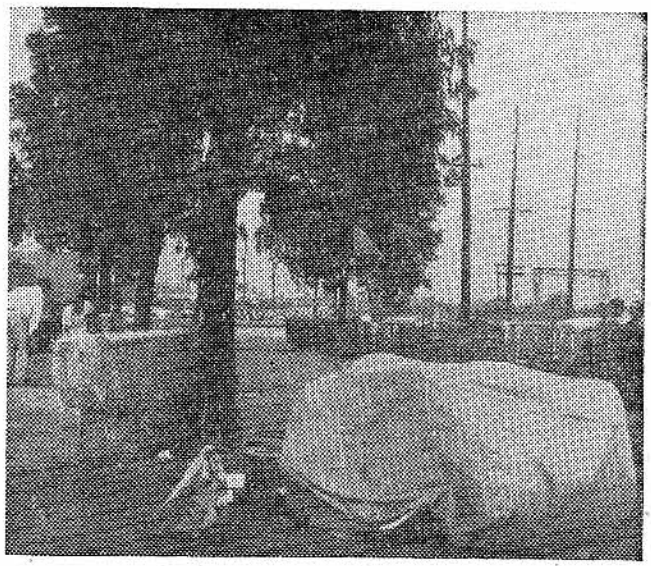
Vol. II—No. 2 119 Los Angeles, Calif. (Published Bi-weekly) November 2—9, 1956

Stars at Palm Springs

See Page 1







—Vignolle & Powell

START OF ill-fated race that claimed life of Dr. Troy McHenry at Pomona Oct. 21 shows him on inside. Moving out in front is Dr. William Eschrich (159), followed by Howard Wheeler, who won the race in an OSCA. Lower left is tree struck by Walt Turner's Porsche last June at same course, while at right is the tree struck by Dr. McHenry's Porsche, and the covered car. See editorial on Page 1.

HILL, SHELBY HEAD SPA ENTRIES

PHIL HILL
Duel With Shelby Looms

BILL MURPHY
Buick - Kurtis

JACK McAFEE
3.5 Ferrari

LINDLEY BOTHWELL
Race Chairman

BOB OKER
AC Ace-Bristol

CARROLL SHELBY
4.9 Ferrari

BOB DRAKE
Aston-Martin DB3S

PALM-SPRINGS issue

MOTOR RACING

Nov. 2-9 1956

Vol. II—No. 2 Los Angeles, Calif.—Price 15c

—Lester Nehamkin

BOB DRAKE, winner of the Pomona main event, gets a hearty handshake from Joe Lubin, owner of the Aston-Martin DB3S which the Redondo Beach deep sea diver drove to victory. Boy is Bob's son, Jim, 14. Inset shows Drake getting the checkered flag from Cy Yedor.

DRAKE SCORES POMONA RACE WIN

DR. TROY McHENRY
Dies in Pomona Road Race Crash

By Gus V. Vignolle

POMONA, OCT. 21.—Charging Bob Drake, a popular 34-year-old deep sea diver from Redondo Beach, broke Bill Murphy's string of five straight by blasting Joe Lubin's Aston Martin DB3S to an easy 14-second win over Ken Miles in the 80-mile big-bore feature here today.

Two seconds behind Miles, who drove a new Porsche Cooper, was Eric Hauser in the big Buick-powered Out Hauser Special. Following, far back came Harrison Evans, Monza Ferrari, and John von Neumann, Ferrari Testa Rossa.

Unlike a lot of the recent action, this race had substance. The lead changed hands five times and the fans—there were 13,000 paid for the two days—got their money's worth.

As usual, Murphy's rocketing Buick-Kurtis shot into the lead at the outset—and stayed there for one-fourth of the 40-lap distance. Just when the yawns started, out went Murphy with clutch trouble—and

(Continued on Page 11, Col. 3)

Nation's Best in Racing Classic

by Gus V. Vignolle

SAMPLE COPY

NEARLY 200 drivers—the best from a dozen states—come together in one of the best road races ever staged in the U. S. when the Los Angeles Region of the Sports Car Club of America presents the First Palm Springs National Championship Saturday and Sunday (Nov. 3-4) at the desert airport.

Some 30,000 fans are expected to swarm to the 2.9-mile course for a program of seven races that has attracted attention from all over the country.

The actual races are carded for Sunday, according to Race Chairman Lindley Bothwell, with the opener set for 10 a.m. Practice starts at 10 on Saturday, with five-lap qualifying races to determine Sunday's starting positions getting under way at 1:30 p.m.

The two big events for the

Complete entries on Page 2.

under- and over-1500cc modified bombs are 35-lappers.

Although starts are a dime a dozen for this one, everyone is looking forward to a tremendous duel between Phil Hill, Santa Monica, just back from

(Continued on Page 2, Col. 3)

EDITORIAL

Trees are all right for dogs. They are no good for road racing.

That has been proven.

Ernie McAfee was killed when he smashed into a pine at Pebble Beach.

Last June at Pomona, Walt Turner struck a tree and was injured.

And on Oct. 21, Dr. Troy McHenry met death when his car slammed into a tree not too far away from the one Turner had

(Continued on Page 2, Col. 1)

CSCC Wreck Kills Dr. Troy M'Henry

A WELL-STAGED program of road races Oct. 20-21 at the Pomona Fairgrounds course was marred with the death of Dr. Troy McHenry, 45, noted Los Angeles orthopedic surgeon and sportsman, when his fiberglas Porsche Spyder crashed into a tree.

The accident happened on the third lap—when he was running third behind Dr. William Eschrich and Howard Wheeler—of the one-hour semi-main for under-1500cc modified cars.

Dr. McHenry was killed instantly. Although it was thought he suffered a heart attack — eyewitnesses said he made no effort to correct when he started skidding—Dr. George

(Continued on Page 8, Col. 3)

• Racing Pow-Wow

By Maury Powell

IMPRESSIVE PROJECT BETWEEN U. S. AND EUROPEAN DRIVERS

AS MOTORACING'S news columns have indicated in recent editions, there has been definite action taken towards effecting an international agreement involving competition between topflight European and American cars and drivers.

Finally, comes the news from a seemingly unimpeachable source—Duane Carter, Director of Competition for the United States Auto Club (USAC), successor to the American Automobile Association's Contest Board (AAA)—that all is set for 1957.

According to USAC, 10 U. S. cars and drivers of Indianapolis 500-mile classic caliber will invade Monza, Italy, on June 30 next. The red-white-blue gang will be headed up by Jimmy Bryan, this year's National Championship circuit point standing kingpin who also was champ in 1954, while Juan Manuel Fangio leads the 10 Grand Prix laddies.

The high-banked, 2½-mile Monza track will feature a 500-mile contest for the two contingents. It is hoped the Europeans will enter Indianapolis' May 30 classic of like distance.

LOTS OF DOUGH FOR CAR OWNERS

It's going to take a bundle of money for car owners to prepare their machines for these specific events—which leaves us cynical that a full-scale home-and home-contest will evolve. Man, we'd like to be proven wrong, though!

★ ★ ★ ★

WIGWAM WANDERINGS — Are you a "joiner"? . . . Here's USAC's offer for a $25 membership: 2-color charter membership certificate, pin and card; weekly newsletters and bulletins; schedules, point standings and special releases; decals; license plate; color pocket patch . . . If you get your 25 skins to USAC, P. O. Box 6201, Speedway 24, Ind., before Dec. 31, you're in, and be sure to tell 'em **MOTORACING** sentcha . . . As the proud owner of a Triumph TR3, we're more than idly interested in the fabulous deal offered in the First Triumph Rallye next May . . . For a mere $200 per person, which includes rooms, meals, documents and the works, you can enjoy a 2000-mile, 14-day tour through France, Belgium, Holland, Switzerland, Austria and Germany . . . Of course, this doesn't include the price of your new TR3 picked up in England for about $1950, plus an additional $295 for round-trip fare on the charter flight . . . Interested parties may write to Cal Sales, 1957 W. 144th St., Gardena, Calif.

BENT MACHINERY — AND TOUGH FOR DRIVERS

About a dozen drivers had the foresight to apply for the new collision insurance made available just before the Pomona road races, but most of the unfortunates whose machinery was bent up neglected to do so, according to **Dick Van Laanen**, CSCC's insurance committeeman . . . Since this coverage is chiefly intended to prevent financial catastrophe, the price of $3 per hundred for the annual premium, plus an additional 7½% Lloyd's of London tax, isn't what you could label a bargain, but the Cal Club is to be commended for its two-year struggle to at least secure the benefits of the present coverage.

Certain Cal club officials didn't enchant newspapermen with the miserable manner in which CSCC attempted to prevent photographers from carrying out assignments following Dr. Troy McHenry's fatal mishap . . . It appears that unofficial photogs, including plain Joe Fans, grabbed photos at will, but legit photogs from major papers were definitely given the interference treatment . . . Each time a CSCC or SCCA official pulls this idiotic stuff, it's simply another step forward in getting the big papers to black out news of sports car activities.

EDITORIAL

(Continued from Page 1)

struck.

Those trees have no business there. They serve no purpose. The club staging the races, the Fairgrounds people, the Elks, or someone, must make arrangements to have those trees cleared for future races.

Road racing is hazardous enough without trees making the situation worse.

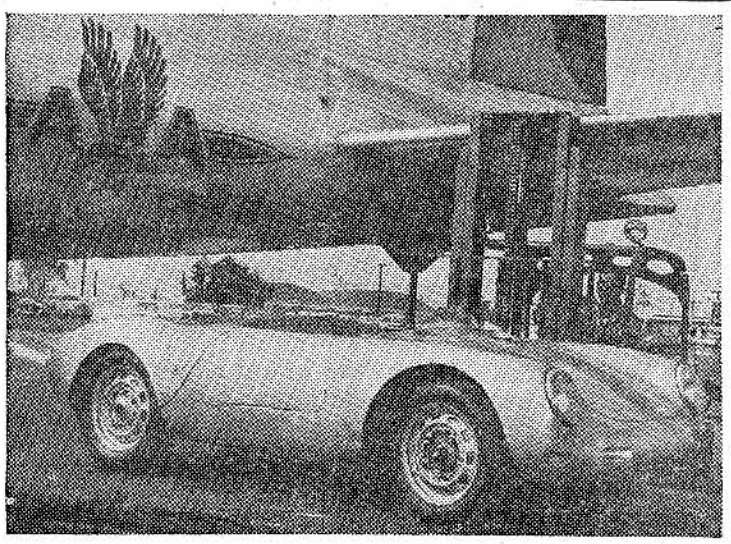
Let's keep this in mind for all courses and for all future races.

FORDS SWEEP FIELD IN GARDENA FEATURE

Driving a Ford, fast-rising Parnelli Jones won the 100-lap Grand Prix NASCAR modified stock car headliner last Saturday over Gardena Stadium's quarter-mile oval. John Potter and Red Arnell, both in Fords, followed.

MONEY NO OBJECT

A record $209 million and two million engineering man-hours were required to bring out the completely new 1957 Ford.



—Lester Nehamkin

POTENT PORSCHE—Here's the spectacular Porsche Spyder 550RS flown in for John Edgar last week. The car, which Jack McAfee drives at Palm Springs this week-end, was fifth overall at LeMans and was "index of performance" winner.

MOTORACING

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PALM SPRINGS

(Continued from Page 1)

the European campaign and driving George Tilp's 3.5-liter Ferrari, and Carroll Shelby, Dallas, piloting John Edgar's big 4.9 Ferrari.

Point Leader

While Hill was on the Continent, Shelby was cleaning up just about everything in sight, and is the big leader in the National Point Standings. This is the final SCCA National for 1956.

Edgar is entering seven cars making up one of the most fantastic stables ever to enter a single race in the history of U. S. road racing.

In addition to Shelby in the main event, Edgar will have Jack McAfee, Manhattan Beach, going in a 3.5 Ferrari.

Attracting nearly as much attention will be a Porsche Spyder that Edgar just had flown in. it is a 550RS, termed — and rightly — "the world's fastest Porsche." This is the car that took a tremendous fifth overall and first in "index of performance" at the LeMans classic last summer. The car has turned 152mph on the German Autobahn.

McAfee will drive it, and from here it looks like he should win the under-1500 race five with the 1497cc class F machine.

Making up the rest of the Edgar team are Paul O'Shea, Rye, N. Y., last year's National champion, Mercedes-Benz 300SL; E. Forbes-Robinson, Glendale, Porsche Spyder; Pete Lovely, Seattle, Porsche Spyder, and Skip Hudson, Los Angeles, Alfa Romeo "Veloce."

There will be some other rugged talent in the main go—Bill Murphy's fast-accelerating Buick-Kurtis, Jim Kimberly's 4.4 Ferrari, Bob Drake's Aston-Martin DB3S with which he won at Pomona recently, Harrison Evans and John von Neumann in Monza Ferraris, Jerry Austin in a D-Jaguar, etc., etc.

Bob Oker, driving Ed Savin's potent AC Ace-Bristol, will be a prime favorite to knock off the field in the third race for production cars 1300-3000cc. Bob also goes in the main event, tooling Dorothy Deen's modified Triumph No. 200 which Paul Bernhardt has in terrific mechanical condition.

Other top drivers include Richie Ginther, Sam Weiss, Jean Pierre Kunstle, Fred Woodward, Dr. Dick Thompson (the Corvette ace from Washington, D. C.), John Barneson, Chick Leson, Ruth Levy and many, many more.

Ignacio Lozano, local SCCA prexy, Chairman Bothwell, Registrar Vi Jones and all the rest of the crew have been knocking themselves out to make this a humdinger. It should be, too.

Palm Springs Entries

SCCA 1st P.S. National Championship
Palm Springs Airport - Nov. 3-4

Driver	Car	CC	Class	Race	Home Town
Geo. Buchanan	OSCA	1488	Fm	5	San Marino
Kinner, William	Corvette	4344	Cp	6	Santa Monica
Phil Hill	Ferrari 3.5	3499	Cm	7	Santa Monica
de Lado, George	M.G.TD	1290	Gp	1	Los Angeles
Bill Pollack	Alfa Spy	1290	Gm	5	Sherman Oaks
Kimberly, James H.	Ferrari 4.4	4400	Cm	7	Chicago
Kimberly, James H.	OSCA	1488	Fm	5	Chicago
Murphy, Bill	Buick-Kurtis	5120	Bm	7	Culver City
Wheeler, Howard	OSCA	1488	Fm	5	Van Nuys
Miller, Dusty	MG Special	1466	Fm	5	Los Angeles
von Kaesborg, L.	Mercedes 300SL	2996	Dp	6	Redlands
von Neumann, J.	Ferrari Monza	2999	Dm	7	Hollywood
Cleye, Rudy	Mercedes, 300SL	2996	Dp	6	Los Angeles
Robt. Willett	Arnolt Bristol	1971	Ep	3	San Diego
Allen, Melvin	Corvette	4344	Cp	6	Los Angeles
Nickel, William	M.G. TD	1250	Gp	1	Los Angeles
Curland, Mel	M.G."A"	1489	Fp	3	La Canada
Orr, James	Panhard Devin	745	Hm	5	Kentfield, Calif.
Groskritz, Tom	Jaguar "C"	3442	Cm	7	Glendale
Bird, Tracy	Porsche Spd.	1600	Ep	3	Tucson
Dickey, Donald	Porsche Carrera	1488	Fp	3	Allegheny, Calif.
Patchen, Marvin	Simca Aronde S.	1290	Gp	1	West Covina
Decker, Cdr. S.M.	M.G.TD	1270	Gp	1	LaFayette, Calif.
Keck, George	Porsche Spy.	1496	Fm	5	Seattle
Haring, Robt.	Jaguar XK140MC	3442	Cp	6	La Jolla
Evans, R. D., Jr.	Austin-Healey	2660	Dp	3	Los Angeles
Flakenberg, Wm., Harry Banta	Jaguar XK120 Cooper MKI	3442 1098	Cp Gm	6 5	Los Angeles Reno
Evans, Franklin	M.G.TD	1250	Gp	1	Sierra Madre
Kunz, James	Renault Sedan	750	Hp	1	Glendale
Thompson, Dr. Chas.	Morgan	1950	Ep	3	Los Angeles
Newhall, Richard	Austin-Healey	2660	Dp	3	San Francisco
Holbrook, Robert	Crosley Special	745	Hm	5	Los Angeles
Riedel, James	Porsche Carrera	1498	Fp	3	San Jose
Montonen, Henry	Jaguar XK120	3442	Cp	6	Hermosa Beach
Bates, Jack	Mercedes 300SL	2996	Dp	6	Altadena
Cowherd, Randall	Porsche Spd.	1600	Ep	3	San Jose
Jardine, Carl & LaVerne	Jaguar XK140	3443	Cp	6-2	San Diego
Lowe, Marion	Frazer NashTF	1971	Em	2-7	Santa Cruz
Lowe, James R.	Frazer Nash LMs	1971	Em	7	Santa Cruz
Clearance Raville	Porsche Special	1498	Fm	5	Torrance
Timanus, John	Lotus MK VIII	1476	Fm	5	North Hollywood
Young, John P.	Young Special	748	Hm	5	Lemoore, Calif.
Roach, Walter	Veritas	1976	Em	7	La Jolla
Graham, Jack	Aston MartinDBS3	2922	Dm	7	San Jose
McCormick John & Marge	Austin-Healey	2660	Dp	3-2	Lo Jolla
John Fox	Alfa Romeo Veloce	1300	Gm	5	San Francisco
Dair, Jack	M.G. TF	1250	Gp	1	La Canada
Crowder, Gordon	Porsche Super	1600	Ep	3	Pomona
Bob Drake	Aston Martin DBS3	2922	Dm	7	Redondo Beach
Schroeder, Chuck	Lotus MK II	1098	Gm	5	Northridge
Sutton, Robert	Siata Spyder	1100	Gm	5	Pasadena
Warren, Adrian	Alfa Romeo Spy.	1290	Gp	1	St. Paul, Minn.
Rod Carveth	Aston Martin DBS3	2922	Dm	7	San Mateo
Frank Monise	Lotus Mk II	1098	Gm	5	San Marino
Turner, W. R.	Porsche Spyder	1498	Fm	5	Los Angeles
Ed Parker	Renault Spyder	738	Hm	5	Los Angeles
Bob Oker	A.C. ACE Bristol	1971	Ep	3	Whittier
Cooper, Jeff	Porsche Spdster	1588	Ep	3	Big Bear Lake
Boone, William	D-B LeMans	745	Hm	5	Whittier
Breskovich, Jack	Austin Healey	2660	Dp	3	El Monte
Lozano, Ignacio	Lotus MG MKIX	1466	Fm	5	Newport Beach
Vose, Hamilton III	Siata Buick	5500	Bm	7	Tucson
Moar, Marvin	V. W. Sedan	1188	Gp	1	San Diego
John Fox	Alfa Romeo Giul.	1290	Gp	1	San Francisco
Corcoran, Patrick	Porsche Spdster	1600	Ep	3	Los Angeles
Schillreff G. H.	M.G. "A"	1498	Fp	3	Glendora
Weller, Bob	Jaguar XK 140	3442	Cp	6	North Hollywood
Max Balchowsky	Buick Special	5250	Bm	7	Hollywood
Ron Pearson	Volvo Sedan	1414	Fp	1	Hollywood
Moore, James C.	Porsche S Spd	1498	Fp	3	Hollywood
Peron, Perry	Nichols Panhard	745	Hm	5	Burbank
Miller, Don	Triumph Special	640	Hm	5	Inglewood
Huddleston, Rex	Lotus IX	1088	Gm	5	Londsay, Calif.
Robbie, Robinson	Porsche Spyder	1496	Fm	5	Glendale
Paul O'Shea	Mercedes 300SL	2990	Dp	6	Rye, N. Y.
Robert Path	Ferrari Monza	2999	Dm	7	Pacific Palisades
Hills, Jay	Porsche Carrera	1498	Fp	3	Beverly Hills
Bob Cole	Triumph TR-3	1991	Em	7	Mill Valley
Owen, Marshall	MG TD	1250	Gp	1	Baldwin Park
Forde, Dr. Wells	Mercedes 300SL	2996	Dp	6	Los Angeles
Barneson, John	Hagemann Spec.	5481	Bm	7	LaFayette
Thompson, Mickey	Cad-Kurtis	5600	AS/chg	7	El Monte
Johnson, Dale	Porsche Carrera	1498	Fp	3	Redondo Beach
Patterson, Dean	Crosley Special	748	Hm	5	San Diego
Jack McAfee	Porsche Spy. 550RS	1497	Fm	5	Manhattan Beach
Pete Lovely	Porsche Spy 550	1496	Fm	5	Seattle
R. E. Hudson	Alfa Romeo Veloce	1290	Gm	5	Los Angeles
Mayer, Harvey	Lotus MK IX	1100	Gm	5	Costa Mesa
Laws, A. M.	Jaguar XK 140MC	3442	Cm	7	Millbrae, Calif.
Knowe, William	Lotus MK XI	1100	Gm	5	La Habra
Robbins, I. Jr.	Mercedes 300SL	2965	Dp	6	Los Altos
Bob Drake	Cooper	1499	Fm	5	Redondo Beach
Campbell, H.	Jaguar XK140MC	3442	Cp	6	Tarzana, Calif.
Carroll, Shelby	Ferrari 4.9	4900	Cm	7	Dallas
Jack McAfee	Ferrari 3.5	3500	Cm	7	Manhattan Beach
Danner, Judd	Jaguar XK120	3442	Cp	6	Azusa
Morrow, Harry	Cooper Norton	500	III	5	Burbank
Romprey, Ross E.	Austin Healey	2660	Dp	3	Los Angeles
Critchlow, Ces	Jaguar "C"	3442	Cm	7	Newport Beach
Dr. Dick Thompson	Corvette	4344	Cp	6	Wash., D.C.
Harold Erb	Jaguar "D"	3442	Cm	7	Arcadia
Winter, John	Porsche Spdster	1586	Ep	3	Van Nuys
Walsh, Ed	Porsche Carrera	1498	Fp	3	St. Louis
Dixon, John & Marie	M.G. "A"	1498	Fp	2-3	Canoga Park
Watry, Charles	Crosley Sup Spts	748	Hp	1	Chandler, Ariz.
Lew Bracker	Porsche S Spdster	1586	Ep	3	Studio City
Leyden, Bill	Triumph TR-2	1991	Em	7	Los Angeles
Reventlow, Lance	Cooper Spyder	1096	Gm	5	Hollywood
Leson, Chick	Maserati Monza	1484	Fm	5	LaFayette
Kunstle, Jean P.	Porsche Spyder	1498	Fm	5	Carmel
Plass, Robert	M.G. Special	1484	Fm	5	Los Angeles
Patton, Robert	Porsche America	1497	Fp	3	North Hollywood
Warren, Fritz	Special	4990	Cm	7	Sausalito
Thoms, Wayne A.	Triumph TR-2	1992	Ep	3	Los Angeles
Whelchel, Jack	Jaguar XK 120	3442	Cp	6	Los Angeles
Evans, Harrison	Ferrari Monza	2999	Dm	7	Westwood
Austin, Jerry	Jaguar "D"	3442	Cm	7	Arcadia
Burhop, Don	Porsche Special	1100	Gm	5	San Diego
Biehl, John	Moretti JRB	748	Hm	5	La Jolla
Sinclair, S. L.	M.G. "A"	1498	Fp	3	Redondo Beach
Snively, Dr. Geo.	Austin-Healey	2660	Dp	3	Sacramento
Miller, Leon	Alfa Romeo Giul	1290	Gp	1	Burbank
Chamberlain, Jay	Lotus XI	1096	Gm	5	Burbank
Jamison, Tommy	Simca Crosley	748	Hm	5	Burbank
Haggerty, John	A. C. Bristol	1971	Ep	3	Los Angeles
Dickson, Bob	Mercedes 300SL	2998	Dp	6	Arcadia
John Porter	Porsche Spyder	1498	Fm	5	Newport Beach
Alex Budurin	Buick-Kurtis	5250	Bm	7	Tucson
Anderson, R.	Porsche Spdster	1582	Ep	3	Fairfield, Calif.
Schulman, Robert	M.G. "A"	1489	Fp	3	Beverly Hills
Stevenson, John R.	M.G.TF 1500	1466	Fp	3	Los Altos
Jean Geslin	Cooper	500	III	5	Los Angeles
Tom Fox	Cooper MK IX	500	III	5	Bremerton
Shutes, Ogden	Porsche Cpe	1488	Fp	3	Hollywood
Shutes, Betty	Porsche Spdster	1582	Ep	2-3	Hollywood
Gillespie, R. G.	Maserati A6GCS	4344	Cm	7	San Francisco
Bob Oker	Triumph TR-3	2450	Dm	7	Whittier
Davis, Mary	Triumph TR-3	2450	Dm	2	Los Angeles
West, Anthony	M.G. TD	1250	Gp	1	Newport Beach
Brigandi, Dr. Karl	Abarth Spyder	1098	Gm	5	Garden Grove
Carmela Martin	Abarth Spyder	1098	Gm	2	Gardena Grove
Richie Ginther	Porsche Spyder	1498	Fm	5	Santa Monica
Levy, Ruth	Porsche Super	1588	Ep	2-3	Brentwood
Weller, Bob	Porsche	1488	Fp	3	Studio City
Woodward, Fred	Jaguar Special	3442	Cm	7	La Habra
Douglas, Jack	Jaguar "D"	3442	Cm	7	Los Angeles
Boyle, Jack	Austin Healey	2660	Dp	3	Hollywood
Frederick A. Newman	MGTD	1250	Gp	1	Los Angeles
Ed Kietz	OSCA 15	1497	Fm	5	Monterey Park
Ody Fellows	MG MKII Sp	1265	Gm	5	Ontario
Walter Garlick	Alfa Romeo Giul.	1290	Gp	1	Sherman Oaks
E. Forbes Robinson	Austin Healey Le M	2660	Dp	3	Glendale
Dan Hogan	MGA	1489	Fp	3	Santa Barbara
Red Bowers	TR2	1991	Ep	3	Manhattan Beach
Virginia Sims	TR2	1991	Ep	2	No. Hollywood
Wm. Love	Jaguar XK120M	3442	Cp	6	——
Jerry McGee	Corvette	4344	Cp	6	——

• Vignettes

by Gus V. Vignolle

PHIL HILL RECOUNTS HIS EXPERIENCES IN EUROPE

HOW ABOUT Europe and how does it go there, where the Fangios and the Mosses and the Collinses and the Castellottis go like the wind, to slip you a new cliche?

Phil Hill, a nervous-type young man who is one of the best in this dodge as far as the U. S. is concerned, recently returned from Over There to his home in Santa Monica. We collared him at the Press Club party given in his honor by **MOTORACING**, and proceeded to ask a few questions, since it don't cost nuttin'.

Oh, yes, la belle Miguel Hamilton wanted it mentioned high up in the pillar that Mons. Hill is one of the big spuds in the Palm Springs races coming off this week-end, steering a 3.5 Ferrari owned by George Tilp of Short Hills, N. J.

Phil, who is 29 and started with MGs back in 1948, drove this particular Enzo machine in the Grand Prix of Oporto in Portugal, at Rouen, France, and at Bari, Italy. It had trouble in all three, but they say it should really sing at the desert spa, best remembered for that unforgettable Ernie McAfee-Masten Gregory duel.

How about the m-o-n-e-y? That is always an interesting subject. Phil said most of it comes in the form of appearance money. For example, in one race a driver received $1700 in appearance money, although first place paid a lousy $900 (which could be lousy to anybody but me).

MORE GREEN STUFF IN GRAND PRIX RACING

There is more money in Grand Prix racing than in the sports car variety, and the oil companies (attn, Dick McEntyre) are responsible for the larger contributions and support. The two big ones are BP (no relation to GP) and Shell. They guarantee the race organizers support if the gate is down. And drivers contract with petrol firms, providing the team does not have contracts. The oil companies work through the organizers.

How about the courses there compared to the ones here?

They are much more varied in Europe and much, much faster, Phil declared. They are good courses with fast bends, and a different type of driver judgment is required.

Elkhart Lake is the closest U. S. approach to the European circuits.

The veteran Hill, a former Scuderia Von Neumann pilot, was the No. 1 U. S. driver in Europe during the season just concluded. Many thought it was his first campaign abroad. Not so. He raced an OSCA with Fred Wacker at LeMans in 1953 and was leading in class when the differential failed. And he was in the tragic 1955 LeMans, co-driving a Ferrari with Umberto Maglioli. They were running third when mechanical trouble knocked 'em out. All three Ferraris went out in that one.

This year he competed in nine races, most of the time as a Ferrari team member... He won two... Phil opened at Nurburgring, taking third in a 12-cylinder 3.5 behind Moss and Fangio. He took fifth with De Portago in the 1000-Km. of Paris at Montlhery. Phil broke the sports car lap record nine times before Jean Behra set the best lap standard on the last lap. A broken fuel line hampered the car during the last three hours.

HILL SECOND IN GRAND PRIX OF OPORTO

Phil grabbed second in the Grand Prix of Oporto behind De Portago. He broke a propeller shaft in practice and started slowly in order to complete one lap, which is necessary to glom on to that starting geetus. Then he got going.

At Monza he did not finish, and at Rheims he co-drove with Moss in a Cooper Climax. They shared the fastest time to the 10th lap, finally blew a head gasket and retired.

Driving solo at Rouen, he took fifth in a 3-liter Ferrari. Despite a broken shock absorber, he passed Moss and Castellotti, who won, but then was plagued with a sticking throttle. This, Hill believes, could have been his best race of the campaign.

At Bari, the engine blew in practice. Then he co-drove with Andre Simon at LeMans. Leading the Ferraris, the clutch seized after 1½ hours. Shifting without a clutch proved too rugged on the differential. They were third for quite a while, finally went out after 8½ hours.

Phil's smasher came in the Grand Prix of Sweden at Kristianstad. That was the one that clinched the sports car championship for Ferrari. He drove a 12-cylinder 3.5 for the 1000 kilometers.

Then his second victory came in his final effort at Messina, Sicily. He scored in a 2-liter Testa Rossa, going it alone for five hours and making one stop for fuel. He broke the lap record by 15 seconds. Phil's good friend, Benoit Musy, the Frenchman who was killed recently, was six laps behind in a 3-liter factory Maserati.

WON PEBBLE BEACH CLASSIC THREE TIMES

At 21, young Hill didn't do much with that MG in 1948, nor with the Offy midget that he raced for a spell in 1949. In 1950, he went to England and got himself a Jaguar, although he didn't race there. He tooled that job on June 25, 1950, at the blimp base at Santa Ana and again in a race at the now-defunct Carrell Speedway in Gardena.

Then he was on his way. He won with the Jaguar in the first Pebble Beach classic in November, 1950, and became the only triple winner by blasting home first with a Ferrari in 1953 and 1955.

It is rugged extracting the aforementioned from the slender Santa Monican. Like most good drivers, he's the quiet type. No popoff, he. He does it with deeds behind the wheel of a racing car, going like the wind, to slip you another nifty new platitude.

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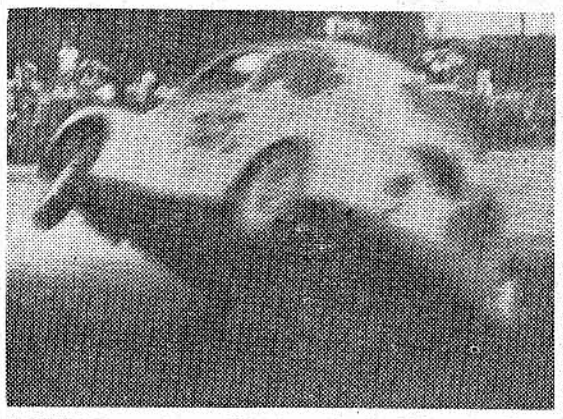
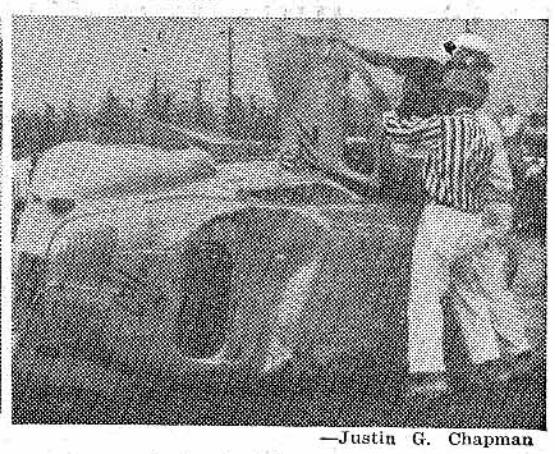
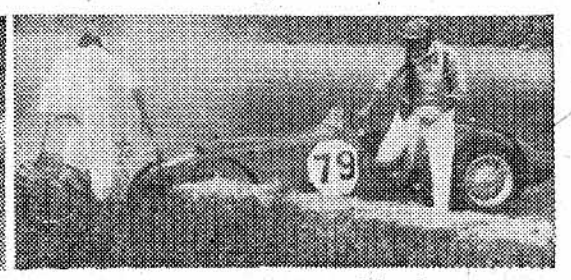




BICYCLE act is unwillingly pulled off by H. Ellsworth McKusink in Renault No. 747 at left; he emerges unhurt at right.

—Justin G. Chapman



HITTING the hay did not mean slumbertime for John Sousa, shown at left after losing control at Turn 9; leaves MG Special OK at right.

—Gene Simon —Vignolle & Powell

Krause in Pro Victory

WILLOW SPRINGS, Oct. 28.—Piloting a D-Jaguar, young Bill Krause won the 45-minute over 1500 modified race for professional drivers today in the RRR sports car meet before some 2500 fans who braved bitter cold.

He defeated Bart Spiegelman, Super Jaguar Kurtis, and Elgin Holmes, Lincoln Kurtis.

Other results: Under 1500cc production—John Peters, Porsche; Tom Chapman, Porsche; Fred Cunningham, Porsche. Over 1500cc—Bob Kudler, Jaguar; Spiegelman, Jaguar. Rick Kislingbury, Triumph. Under 1500cc Modified—Bill Cantrell, Offy Special; Bill Darnold, Porsche 500; Peters, Porsche.

TRIUMPH OWNERS' CLUB ORGANIZED

More than 50 persons turned up to help form a Triumph Owners' Club recently at the offices of Cal Sales, Inc., which will be the club's home for six months at the invitation of Dorothy Deen, CSI's executive vice-president.

The TOC will meet there the second Wednesday of each month at 8 p.m. It took the enthusiastic group but a short time to cook up a fun-type event called the Gamblers' Rallye.

It's billed Sunday, Nov. 11, starting 9 a.m., and is open to Triumphs only. There'll be dash plaques for first 85 cars. Meet at south entrance of Rose Bowl and bring navigator but leave navigating instruments home. Entry fee only $1, all post entries. Route is over Angeles Crest Highway, including new extension. Winds up with free admission to NASCAR Grand National stock car race at Willow Springs Road Course if desired. Strictly a gimmick rallye—drivers must play hand of black jack at each check point for scores!

Temporary officers are Doug Cates, Arcadia, chairman; Pat Miller, Alhambra, recording secretary; Jessie Wright, Norwalk, treasurer; Bruce Pollock, West Los Angeles, and Gus Vignolle, Culver City, publicity; Charley Cooke, Larry Brown, Bob Munn, Ernest Wilson, and Jim Weishuhn, arctivities; and G. E. (Bart) Bartleson, and Mary Ryan, membership.

For rallye info, call Cooke at Citrus 2-4202 or Hollywood 4-4707.

JONES GUNS FORD TO GARDENA WIN

Parnelie Jones made it two wins in 48 hours when he drove to victory in the 150-lap NASCAR late model stock car main event before 3800 fans at Gardena Stadium last Sunday. He drove a 1956 Ford.

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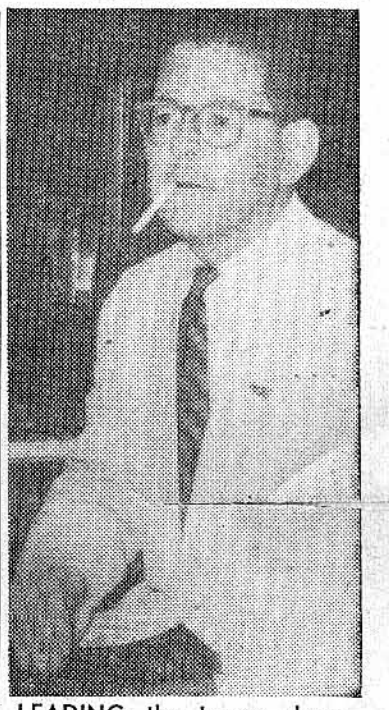
Basney, Cycle Champ, Killed

Chuck Basney, 41, one of the best short-track motorcycle racers in the country, died of head injuries last Friday night following a spill at Gardena Stadium.

The Santa Ana phenom, victor of an incredible 16 main events in the past season, hit the wall trying to pass Don Hawley on the backstretch. Pursuing Brad Andres crashed into Basney and suffered a broken leg.

One more lap after the heat race in which he was killed Basney was to receive a trophy emblematic of the 1956 Southern California championship.

He had competed in races in the U.S., Europe and Australia over a 20-year period. He is survived by his wife, Doty, who witnessed the accident; a son, Chuck, 14, and a daughter, Rowena, 21.



LEADING the bongo drummers at Palm Springs will be Ignacio Lozano, above, who does right well with the skins in addition to prexying the SCCA's L. A. Region.

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PistoNotes

• • • By Jules Delancey

Ed Savin is the latest to be invited to enter his sensational AC Ace-Bristol (**Bob Oker, piloto**) at Nassau Trophy Road Races in the Bahamas, Dec. 3-9. A real honor for a class E production car. Invite came as result of a recommendation by MOTORACING . . . Other Calif. entries accepted for Nassau include **Jimmy Orr, James** and **Marion Lowe, Louis Brero, Sr.** and **Jr., Calvin Paige, Sam Weiss, Phil Hill** (last year's winner), **Lance Reventlow, Jack McAfee, Eldon Beagle, John von Neumann, Richie Ginther** and **Ken Miles.**

Nice layout in the L.A. Times society section on **Ruth Levy,** extolling her driving and painting (not house) prowess . . . Wonder why **Jim Parkinson** wants to sell that classy Austin-Healey with which he beat **Rudy Cleye,** Mercedes, at Pomona? . . . **Dr. Troy McHenry** had been working on his Porsche practically until starting time at Pomona. The prodigous worker had saved nearly 200 pounds on the body and frame. There were some beefs, though, that the car shouldn't have been passed at tech inspection.

Marion and **Charlie Weber** (of MG Mitten fame) back from Europe. They brought back a Lancia convertible with Borroni wire wheels, modified by Nardi, and a Fiat 600 Multipla, which seats five and can be converted into a pick-up truck . . . **Harry Morrow** has bought **Bruce Kessler's** hot and winning Cooper . . . Rumor **Bruce** will be back from New York for the CSCC Paramount Ranch road races Nov. 17-18, and will steer a torrid Cooper for **Joe Lubin . . . Masten Gregory** is definitely out of the Palm Springs races. He was due to pull the pin for a race at Caracas, Venezuela.

Flashy starter **Al Torres** is abed with blood poisoning of his feet . . . **Sam Hanks** is said to be hooked up with dealer **Hart Fullerton** in Santa Monica . . . **Bill Rudd** was invited to fly to Tulsa to tune **A. D. Logan's** AC Ace-Bristol. The car took two firsts at Hammond, Louisana. **Bill** is the best. He's the guy who keeps **Ed Savin's** mount in such terrific condition . . . **Lester (Good Morning, Judge) Nehamkin** had a birthday Nov. 1. He said he was 30-odd . . . We're still digging info on the SCCA-Watkins Glen hassle and hope to give you the picture pronto.

That's a big celebration **Rudy Cleye** has cooked up for the third anniversary of the Blarney Castle, Nov. 14-15. All kinds of prizes, special buffet and lots of jollification. It'll go day and night . . . Pre-celebrating, **Rudy** took his spouse to the opera . . . and, of all things, it was the "Flying Dutchman." Could not have been more appropriate . . . At Santa Maria **Robbie Robinson** tapped **Lance Reventlow's** Cooper, at Pomona it was **Carlyle Blackwell's** Jag. "Keep moving" **Robbie** tells 'em.

Vilem Haan, the sports car accessories mogul, has flown to England for the London Motor Show. Plans to spend some time at various factories seeking "new and exciting accessories." . . . To **A. A.:** Thanks for the birthday greetings, photos will appear as soon as space perimts . . . Contrary to rumors, **John Malone** was in Detroit to discuss a hush-hush project with factory execs . . . Terrific party staged by **Tom Scripps** and **Hal Smith** for the new Mercurys at the Beverly Hilton . . . L. A. SCCA meets Nov. 6 at Poinsettia Playground. **Johnny Porter** announces Nominating Committee selections will be made known. Good movies. From here, it looks like **Lindley Bothwell** will succeed **Ignacio Lozano . . . Gloria Dearborn** is said to have the inside track for prexy job of the WSCC . . . Fashion shows, concours, bongo-drumming and parties galore over the weekend at Palm Springs for the races.

1-2 FOR MASERATI

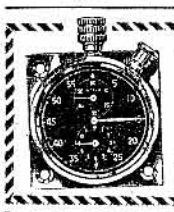
ROME, Oct. 21—Maseratis took first and second in the Grand Prix of Rome today, with Jean Behra of France the victor ahead of American Harry Shell, a Paris resident. Paul Frere, Belgium, was third in a Ferrari. The 2000cc feature was marred by an accident involving Luigi Villoresi, who was seriously injured.

PALM SPRINGS CONCOURS SET

Scores of entries loom for the Palm Springs Concours d'Elegance slated Saturday afternoon, Nov. 3, at the Desert Inn, 153 N. Palm Canyon Dr., according to sponsors.

There'll be 18 classes, with two trophies awarded in each class plus the "best of show" grand prize. Entries are open to the public, no club affiliation or previous concours experience is necessary.

Entry fee is $3, and owners are asked to check cars into show area by noon as judging starts 1 p.m. Those interested in obtaining correct classification may phone Courtney Van Ornum, EXbrook 9-1556.



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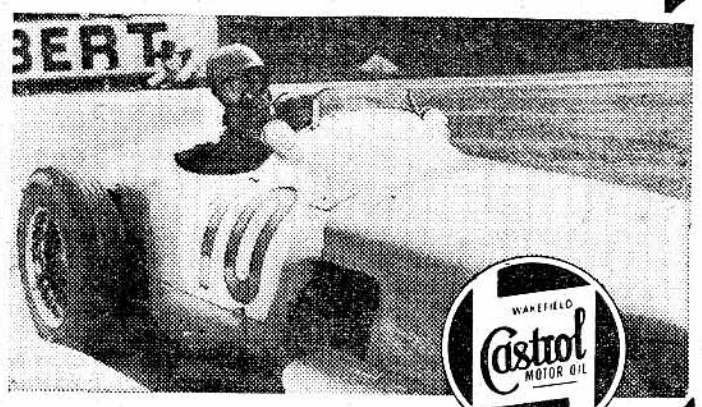

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Women's Sports Car Corner

By Gloria Dearborn

GLORIA WINDS UP HER ANSWERS TO RUTH LEVY

ED. NOTE: In the last issue, Gloria started to answer a letter from Ruth Levy, in which Ruth attacked the opinions Gloria expressed against women driving in the men's races. In substance, Ruth requested Gloria leave the decisions to the contest boards. Ruth also stated it is the womens' privilege to dice with more skilled and stiffer competition if said women have the mental and physical make-up.

Ruth thinks the Ladies Race is good training for the beginner, but feels the girl should be able to graduate to the men's event when she wants stiffer competition.

Ruth's next point was that it costs a woman the same to prepare her car as it does a man, and if the car is shared with a husband, it must be even more reliable to last in all events entered.

She next said the only advice she would care to give another driver is, "Do not drive over your head . . . leave a margin for error . . . listen and learn . . . but have the intelligence to weigh the advice . . . sensibly take your own time, your own thought, and drive it your way, be it slow or fast."

She advised Gloria to ". . . take an about face, enjoy the races, and let sleeping dogs lie." Here is the rest of Gloria's answer:

You next take issue on my opinions of women racing against the men.

Point No. 1: Sorry, but I must disagree with the chivalrous laxity shown by the contest boards in allowing **some** of the women drivers in with the boys. I cannot honestly say that proper discretion has been used in all cases. Slow drivers are considered a hazard on a freeway, and must therefore be considered twice the hazard in racing competition. As for women graduating to stiffer competition because of experience — experience does not necessarily produce skill. It may produce competence, but not always the required proficiency.

Point No. 2: As for mental or physical make-up—let's face it, Ruth—you are a rare exception.

Point No. 3: You remark on "the men who still feel a woman's place is in the home." YOU said it, I didn't! And watch it there—you're saying a man who is a gentleman and respects a lady is also a mama's boy. I don't think you mean it—really!

Point No. 4: Thrill of action! There you have it, and very well put, too! It is the impetus behind amateur competition racing—both for men and women. Vive le sport! But again I say, it is the responsibility of the women drivers to organize a thrilling, competitive piece of action. They have the driving talent available now, and by your own admission, more gals are learning all the time.

Point No. 5: The problem of the expense involved in preparing a racing car requires the same answer to women as men—"if you can't afford it, don't race!" And as for the girl who shares the race rod with hubby—her problem is solved—HE will be in it during the men's event.

Point No. 6: You say you cannot advise the slower girls, yet you go right ahead in your next two paragraphs and do the nicest job I've heard. So you see, you **can!**

"Take an about face," you say? Sorry, I still mean what I said—all of it. "Enjoy the races?" But I do! "Let sleeping dogs lie?"

Here, Rover!!

NOTES AND COMMENTS: CSCC has announced there will be no Ladies Race at the Paramount Ranch Races Nov. 17 - 18, and only Senior drivers will be allowed to compete. That means the only So. Cal. gal eligible to race with the men is **Josie von Neumann.** Will she? . . . Requests are pouring in for a match race between **LINDA SCOTT** and **RUTH LEVY.** That would **really** be a goodie! . . . And speaking of the **Scotts, Linda** and **Bill** each got a tremendous hand at the Pomona Victory Banquet for their terrific drives in the 'Lil' ole MG" . . . **SUNNIE BAKER** was pleased purple to get "teacher" **JACK McAFEE'S** racing number 88 for the Pomona event. So, to maintain the tradition, she went right out and won herself a trophy. Jack's just as proud of his protege as Sunnie is of the number. By the way, she has requested it as her permanent number when Jack isn't using it. . . . Apologies herewith to the woman driver mentioned in the last issues as having appeared on the starting grid at Santa Maria in shorts. She was wearing pedal pushers, and SCCA rules require the body be **fully** covered—shoulders to toes. OK?

Top Field At Willow Nov. 11

Drivers in NASCAR's Pacific Coast division—the bulk of entries for the 200-mile Grand National championship late model stock car race Sunday, Nov. 11, at Willow Springs — hold 13 out of 20 positions Nationally.

This is remarkable in light of the fact that NASCAR is the world's largest organization of its type.

"Southern California may well be proud of its drivers," stated Spud Simkins, Bakersfield speedway operator who is staging the Armistice Day classic. "Seven Southland boys are in the first 10, with an additional six in the second 10"

Simkins is posting a guaranteed purse of $7,500. The event features 1955 and 1956 American passenger autos.

Here are the National standings showing brilliant work of Southland pilots: 1, Jim Reed, Peekskill, N. Y.; 2, Rex White, Silver Spring, Md.; 3, Chuck Meekins, Gardena; 4, Ed Pagan, Lynwood; 5, Lloyd Dane, Buena Park; 6, Jim Paschal, High Point, N. C.; 7, Dick Getty, Pacoima; 8, Bob Ross, Lakewood; 9, Howard Phillipi; 10, Jim Blomgren, Norwalk; 11, Jim Cook, Anaheim; 12, Clyde Palmer, San Jose; 13, Sherman Clark, Yuba City; 14, Lee Petty, Randleman, N. C.; 15, Bill Bade, Anaheim; 16, Johnny Allen, Fayetteville, N. C.; 17, Bud Geiselman, Raleigh, N. C.; 18, Don Johns, Santa Ana; 19, Blackie Pitt, Rocky Mount, N. C.; and 20, Parnellie Jones, Torrance.

HANSGEN, D-JAG, THOMPSON WINNER

THOMPSON RACEWAY, Conn. Oct. 28—D—Jaguars took the first three places in the SCCA races here today for over-2000cc cars. First was Walt Hansgen, followed by John Fitch and Gaston Andre. The race was cut from 20 laps to 12 because of darkness.

The under-2000cc race was won by Paul Sagan, Porsche 550, followed by Briggs Cunningham, OSCA, and Charles Rootan, VW Special. It went the 20-lap distance.

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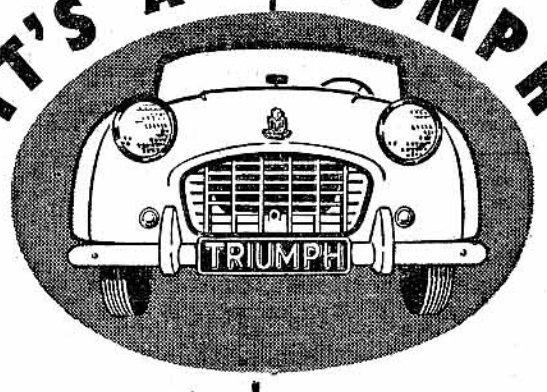

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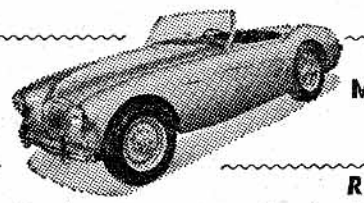
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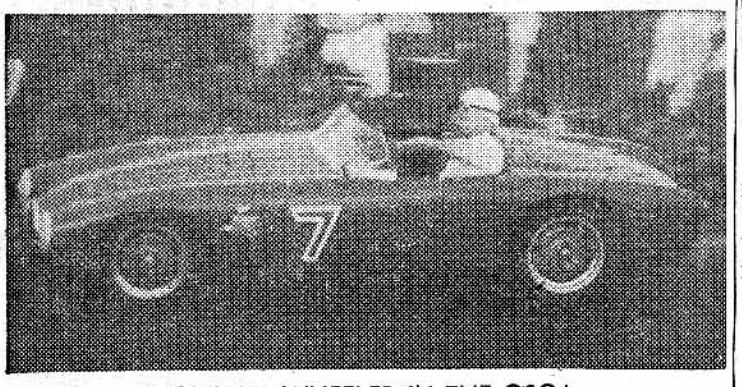
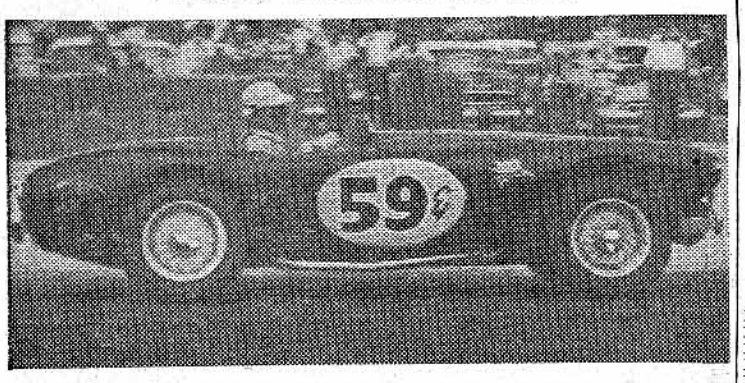
Winners at Pomona



HOWARD WHEELER IN THE OSCA

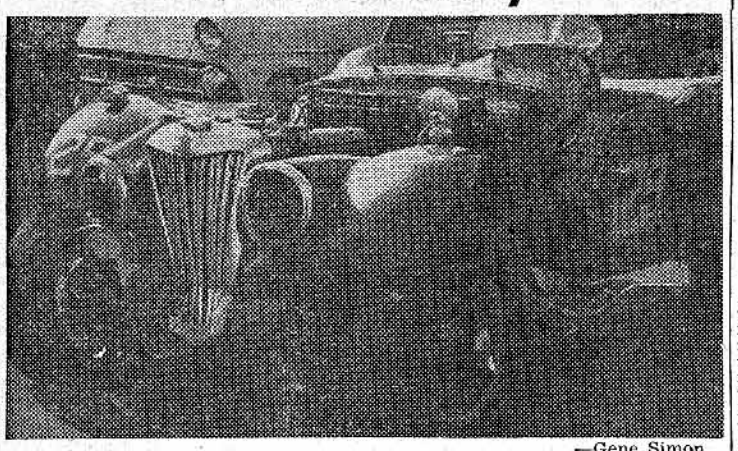


BOB OKER IN SAVIN'S AC ACE-BRISTOL

—Lester Nehamkin

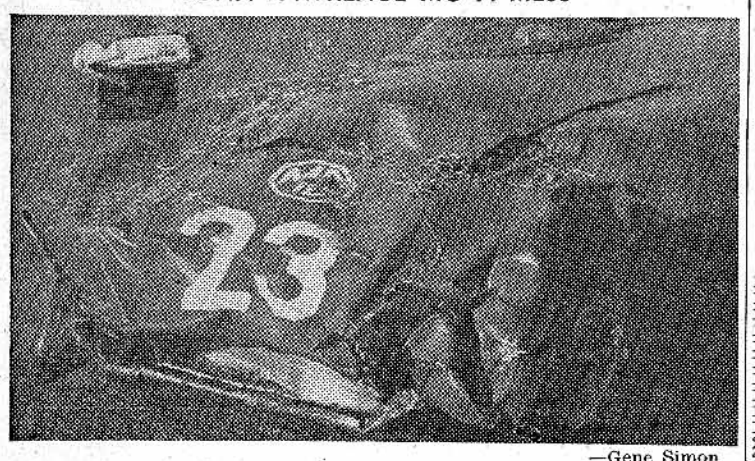
JIM PARKINSON ON AUSTIN-HEALEY

Bent Machinery



—Gene Simon

JOHN LAWRENCE MG A MESS



—Gene Simon

AFTER JOHN TIMANUS SLAMMED INTO HAY

Mercedes-Benz Club Organized

A regional Mercedes-Benz Owners Club was founded last week when some 20 persons attended an organizational meeting at the Blarney Castle Restaurant.

A committee was appointed to formulate policies of the group, which operates as a regional club of the national Mercedes-Benz Club.

The second Tuesday of the month was designated as meeting day. A dinner meeting will be held, open to all Mercedes-Benz owners or enthusiasts, at the Blarney Castle, on November 13, at 7 p.m. Dinner reservations, on a no-host basis, should be made with Rudy Cleye by Nov. 10.

Officers of the club are, Bill Castle, president; Jim Armstead, treasurer, and Egon Haag, activities chairman.

COMPLETE POMONA ROAD

CALIFORNIA SPORTS CAR CLUB

(Compiled by LONG BEACH MG CLUB under supervision of DOUG BAILEY, Scoring Marshal. Data on non-finishers by MYRA JONES. Women's Sports Car Club.)

SATURDAY, OCT. 20

2ND RUNNING POMONA ROAD RACES

RACE NO. 1—Prod. sedan up to 1500 cc. Time, 18:34. Laps, 10. Avg., 64.6. Miles, 20.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position F	G	H
1	71		Pearson, Ron	Volvo	1		
2	210	2	Patchen, Marvin	Simca	2		
3	45	44	Davis, Geo.	Simca	3		
4	747	67	McKusick H. Ells.	Renault			1
5	49	1L14	Finley, Don	VW	4		
6	44	21	James, John	VW	5		
7	29	29	Kunz, James	Renault			2
8	205	30	Evidon, James	Renault			3
9	104	64	Shaffstall, Duane	Renault			4

11 starters (7F, 4G). Did not finish—52, Fred Woodard, Alfa Romeo, Gear box went out when he was leading, 2 laps to go; 180, Jim Chaffee, VW, oil in distributor.

RACE NO. 2—Prod. under 1300cc. Time, 16:30. Laps, 10. Avg., 72.8 Miles, 20.

					F	H
1	137		Aldhous, Frank	Alfa Romeo	1	
2	4	1.5	Pollack, Bill	Alfa Romeo	2	
3	78	47	Hanford, Harry J.	Alfa Romeo	3	
4	89	65	Considine, Tim	Alfa Romeo	4	
5	155	68	Erb, Harold	Alfa Romeo	5	
6	151	69	Miller, Leon	Alfa Romeo	6	
7	28	92	Garlick, Walter	Alfa Romeo	7	
8	47	96	Dair, Jack	MGTF	8*	
9	237	99	Taylor, Sam	MG	9*	
10	0	102	Honeter, Jim	MGTF	10*	
11	128	107	Scurlock Robert	MG MKII	11*	
12	153	1L15	White, Art	MGTD	12*	
13	171	27	Bonney, Hal	MGTF	13*	
14	207	28	Reed, John	MGTD	14*	
15	156	30	Newman, Fred	MGTD	15*	
16	37	30.5	Newitt, Tom	Alfa Romeo	16	
17	54	56	Bench, Bill	MGTD	17*	
18	115	60	Nickel, Wm.	MGTD	18*	
19	63	75	Baker, Leroy	MGTD	19*	
20	98	78	Alf, John	MGTD	20*	
21	313	2L69	deLado, Attila	MGTD	21*	
22	220	101	Clark, Eugene	MGTD	22*	
23	38	3L07	Brunner, Mark	Crosley		1
24	140	72	Roberts, Don	MGTC	23*	

*—Under 1300cc MGs (separate awards).

28 starters, (10F, 17 under 1300cc MG's, 1H). Did not finish—81, Dick Morse, Alfa Romeo, spun and hit by No. 129; 103, Ken Roehr, MG, went wide on turn No. 1, hit No. 129 which was left standing beside track following earlier collision; 129, John Lawrence, MG, couldn't avoid hitting spinning No. 81; 196, Martin Hosch, Alfa Romeo, broken piston.

RACE NO. 3—Prod. 1300cc to 1500cc. Time, 16:35. Laps, 10. Avg., 72.3. Miles, 20.

					F
1	24		Barker, Ed	Porsche S. Sp.	1
2	77	3	Robinson, E. Forbes	MGA	2
3	110	33	Dixon, John	MGA	3
4	62	38	Lumkin, J. E.	MGA	4
5	100	39	Allee, Dave	MGTF	5
6	163	71	Pickering, Ray	MGA	6
7	177	73	Nixon, Jay	MGA	7
8	194	80	Nichols, Frank	MGA	8
9	144	81	Tomerlin, Ed	Porsche S. Sp.	9
10	72	87	Moore, Jimmy	Porsche S. Sp.	10
11	225	90	Royle, James	MGA	11
12	30	1L8	Brown, Hayden	MGA	12
13	143	9	Brandreth, Jud	MGA	13
14	94	10	Seegar, Paul	MG	14
15	84	31	Patton, Robt.	Porsche Am.	15
16	148	82	Farrell, Tommy	Porsche	16

23 starters (23F). Did not finish—35, Dan Hogan, MGA, returned to pits dragging tail pipe; 67, Clark Shaw, MGA, lost oil pressure, rod bearings; 161, Mel Curland, MGA, 2 rear cylinders not functioning; 175, Robert Schulman, MGA, forced into hay bales on turn No. 8; 187, Wm. Redden, MGTF, hit No. 192; 192, Ogden Shutes, Porsche, spun on No. 2, hit by No. 187, rear end smashed; 197, Howard Fanning, MGA, didn't cross finish line within allotted time.

RACE NO. 4—Prod. 1500cc to 2000cc. Time, 16:20. Laps, 10. Avg., 73.4. Miles, 20.

					E
1	59		Oker, Bob	AC Ace-Brist.	1
2	500	14	Dillaway, George	Siata V8	2
3	113	22	Bracker, Lew	Porsche Su. Sp.	3
4	711	23	Dixon, Wm.	Siata	4
5	152	24	Spears, George	Porsche Sp.	5
6	19	25	Bondurant, Robert	Morgan TR2	6
7	213	25½	Winberg, Charles	Morgan TR2	7
8	36	58	Cairns, Frank	Triumph TR2	8
9	31	59	Bucknum, Ronald	Porsche Sp.	9
10	138	74	White, Frank	TR3	10
11	43	79	McEachen, Jim	AC Ace-Brist.	11
12	48	90	Crowder, Gordon	Porsche Sp.	12
13	64	1L05	Mourning, James	Morgan TR3	13
14	204	10	Hulette, Don	TR3	14
15	122	32	Merrick, Clark	TR2	15
16	46	61	Folkman, Robert	Porsche Sp.	16
17	233	2L07	Muse, Wm.	AC Ace	17

22 starters (22E). Did not finish—66, Dan Levitt, Morgan, gear box went out, hit hay bale on turn No. 9; 93, Vincent De Carlo, Tr2, bearings went out; 118, Wm. Watkins, Tr2, brakes froze, causing him to run into No. 217; 172, Al Hughes, Tr3, rod bearings burnt out; 217, Wm. French, Porsche, ran over No. 1 turn off marker at turn No. 1 on first lap.

RACE NO. 5—Prod. over 2000cc. Time, 16:10. Laps, 10. Avg., 74.2. Miles, 20.

					C	D
1	231		Parkinson, Jim	AH		1
2	12	1	Cleye, Rudy	Merc 300SL		1
3	377	22	Forbes Robinson, E.	AH		3
4	10	25	von Kaesborg, Lek	Merc 300SL		4
5	331	26	Shipman, Richard	AH		5
6	69	35	Weller, Bob	XK140MC	1	
7	168	46	Breskovich, Jack	AH		6
8	22	48	Bloemendaal, Gil	AH		7
9	276	67	Hall, Terry	XK120M	2	
10	80	70	Matthews, Jim	XK120	3	
11	178	72	Chaffee, Jim	Jag	4	
12	1	74	Hall, James	Corvette	5	
13	277	75	Barc, Howard	Corvette	6	
14	3	77	Bondurant, Robt.	AH		8
15	173	80	Evans, Robt.	AH		9
16	147	81	Hirsch, Stuart	XK140MC	7	
17	139	90	McCord, Sam	XK120MC	8	
18	256	92	Aarons, Gerald	XK120	9	
19	125	94	Clarke, Lawrence	XK120	10	
20	188	1L2	Storey, Reynards	AH		10
21	134	3	Montonen, Henry	XK120	11	
22	9	9	Boyle, Jack	AH		11
23	108	10	Hathorn, John	AH		12
24	85	15	Whitelock, Stan	AH		13
25	317	21	Alvarez, Wm.	XK120	12	
26	150	23	Pye, Edgar	Corvette	13	
27	167	24	Robles, Mell	XK120	14	
28	162	27	Ramberg, Geo.	AH		14
29	109	56	Padock, Rick	Jag	15	
30	41	57	Stephenson, Hud	AH		15

34 starters (18C, 16D). Did not finish—5, Ned Yarter, Jaguar, blew water hose; 133, Charles Brassell, Corvette, hit between turns No. 1 and No. 2; 166, Bob Dickson, Mercedes, broke rocker arm keeper; 191, John McKeown, Jaguar, coil shorted out.

RACE NO. 6—Form. III & Form. Libre. Time, 16:27. Laps, 10. Avg., 73. Miles, 20.

					III	F.L.
1	32		Greslin, J.	Cooper	1	
2	184	88	Monise, Frank	Eliminator		1
3	68	1L35	Lamoreaux, Terry	Nonpareil Sp.	2	

9 starters (7 500cc, 2 FL). Did not finish—2, Paul Gager, Trimax, black-flagged for throwing oil and blocking course; 13, George Holcomb, JAP, spun, lost wheel; 92, Dave Thormin, Thormin Special, transmission trouble; 101, Harry Morrow, Cooper, spun, lost chain; 105, Gordon Cooper, AR Nardi, black-flagged for throwing oil; 212, Stuart Dane, Dane Triumph, fuel pump trouble.

RACE NO. 7—Mod. under 1500cc. Time, 15:35. Laps, 10. A 20.

1	159		Eschrich, Bill	Lotus Porsche	
2	211	½	Ginther, Richie	Porsche Spy.	
3	7	05	Wheeler, Howard	OSCA	
4	91	28	Mayer, Harvey	Lotus IX	
5	56	40	McHenry, Troy	Porsche 550	
6	8	41	Miller, "Dusty"	MG Spec.	
7	90	48	Oddous, Jean	Lotus VI	
8	261	74	Willis, Charles	Lotus IX	
9	126	98	Brauer, Don	MGTC	
10	55	2L03	Freutel, Ed	Lotus XI	
11	57	04	Turner, Walt	Porsche	
12	164	33	Bishop, Noble	Crosley Sp.	
13	79	36	Sousa, John	MG Spec.	
14	58	46	Parker, Ed	Renault Spy.	
15	33	47	Wilder, Jack	Nichols Panhard	
16	27	50	Miller, Don	Triumph Sp.	
17	176	51	Orr, James	Panhard	
18	73	52	Peron, Perry	Panhard	
19	102	53	Nethercutt, Jack	Lotus IX	
20	25	54	Fellows, Otis	MG	
21	174	67	Morrett, Malcolm	Crosley Sp.	
22	15	69	Stevens, Arden	DB Panhard	
23	160	71	Brigandi, Karl	Abarth Fiat	
24	107	73	Bratton, Bob	MGTF	
25	111	98½	Bundy, Clifford	Crosley	
26	34	104	Enoch, C. K.	Crosley	
27	61	3L12	Boone, Bill	Panhard	
28	255	90	Swift, Howard	Swift Spec.	
29	112	4L150	Coffey, Robert	Crosley	
30	114	5L80	Bucklein, Stan	Nichols Panhard	

40 starters (16F, 10G, 14H). Did not finish—16, Lan Cooper Climax, locking brakes; 23, John Timanus, Lotus hay bale, bashed in front end; 26, Bud Hand, MG Spec., 42, Jerry Richards, MG Spec., overheating; 83, Dave Watt bad switch to fuel pump, quit on first lap; 97, Bill Scott, head gasket; 99, Bud Jacobsen, MGNA, blew head gaske Schroeder, Lotus, spun on turn No. 1; 142, Richard Sei Spec., lost wheel on turn No. 9; 269, Bob Winkleman, buretion trouble.

RACE NO. 8—Mod. over 1500cc. Time, 14:45. Laps, 10. Avg 20.

1	6		Murphy, Bill	Buick-Kurtis	
2	70	7	Hauser, Eric	Out Hauser Sp.	
3	131	8	Drake, Bob	Aston Martin	
4	130	34	Evans, Harrison	Ferrari Monza	
5	21	47	Dolden, Harold	Sparks-Bonney	
6	11	48	von Neumann, John	Ferrari Testa R.	
7	51	52	Woodward, Fred	Jag Sp.	
8	50	54	Miles, Ken	Porsche Cooper	
9	179	61	Path, Robt.	Ferrari Monza	
10	18	1L3	Blackwell, Carlyle	Jag C	
11	120	22	Breskovich, Jack	Cad Allard	
12	87	32	Thompson, Mickey	Cad-Kurtis	
13	289	33	Carveth, Rod	Aston-Martin	
14	74	79	Trennert, Robt.	TR2	
15	127	81	Gregory, Masten	Ferrari Monza	
16	359	93	Binney, Wm.	Doretti Sp.	

18 starters (1A, 5B, 3C, 5D, 4E). Did not finish—14, Buick-Kurtis, oil pressure dropped; 39, Harold Barbour, and went through snow fence.

SUNDAY, OCT. 21

RACE NO. 9—Cons.-Prod. under 1500cc. Time, 20:23. Laps, Miles, 24.

1	72		Moore, Jim	Porsche Su. SP	
2	35	2	Hogan, Dan	MGA	
3	28	27	Garlick, Walter	Alfa Romeo	
4	177	33	Nixon, Jay	MGA	
5	194	44	Nichols, Frank	MGA	
6	225	56	Royle, James	MGA	
7	143	71	Brandreth, Jud	MGA	
8	94	72	Seegar, Paul	MG	
9	37	91	Newitt, Tom	Alfa Romeo	
10	237	94	Taylor, Sam	MG	
11	30	96	Brown, Hayden	MGA	
12	0	97	Honeter, Jim	MGTF	
13	207	1L05	Reed, John	MGTD	
14	128	07	Scurlock, Robert	MG MKII	
15	84	20	Patton, Robert	Porsche AM	
16	153	23	White, Art	MGTD	
17	115	34	Nickel, Art	MGTD	
18	98	41	Alf, John	MGTD	
19	220	46	Clark, Eugene	MGTD	
20	187	64	Redden, Wm.	MGTF	
21	63	73	Baker, Leroy	MGTD	
22	197	89	Fanning, Howard	MGA	
23	140	2L08	Roberts, Don	MGTC	
24	148	14	Farrell, Tom	Porsche	

29 starters (17F, 12 under 1300cc MG's). Did not f Morse, Alfa Romeo, fuel pump trouble; 156, Fred Ne spark plug wire came off; 161, Mel Curland, MGA, drop Hal Bonney, MGTF, black-flagged for loose horn after hi 175, Robert Schulman, MGA, hit hay bales on turn No.

RACE NO. 10—Cons.-Prod. over 1500cc. Time, 19:40. Laps, Miles, 24.

1	22		Bloemendaal, Gil	AH	
2	1	2	Hall, James	Corvette	
3	168	36	Breskovich, Jack	AH	
4	256	40	Aarons, Gerald	Jag	
5	31	41	Bucknum, Ronald	Porsche Sp	
6	204	42	Hulette, Don	TR2	
7	36	53	Cairns, Frank	TR2	
8	139	55	McCord, Samuel	Jag	
9	134	57	Montonen, Henry	Jag	
10	80	59	Matthews, Jim	Jag	
11	48	62	Crowder, Gordon	Porsche Sp	
12	233	68	Muse, Wm.	AC Ace	
13	188	69	Storey, Reynards	AH	
14	3	72	Bondurant, Bob	AH	
15	147	78	Hirsch, Stuart	Jag	
16	276	83	Hall, Terry	Jag	
17	43	99	McEachen, Jim	AC Ace-Brist.	
18	317	1L04	Alvarez, William	Jag	
19	191	13	McKeown, John	Jag	
20	162	15	Ramberg, George	AH	
21	85	17	Whitelock, Stanley	AH	
22	41	37	Stephenson, Hud	AH	
23	217	120	French William	Porsche	
24	5	2L16	McClure, Richard	Jag	

34 starters (14C, 9D, 11E). Did not finish—64, Jim M gan, hit spinning No. 108; John Hathorn, AH, spun, h 122, Clark Merrick, Tr2; 125, Lawrence Clark, Jaguar, sw 138, Lyle Hardy, Tr3, threw rod; 150, Edgar Pye, C started locking; 167, Mel Robles, Jaguar, lost rod; 173 AH, spun out under bridge trying to avoid No. 138; 178 Jaguar, lost wheel; 213, Charles Winberg, Morgan, los No. 11.

RACE NO. 11—Cons.-Mod. cars & Form Libre. Time, 19:12. 75. Miles, 24.

					B	C
1	16		Reventlow, Lance	Cooper		
2	97	43	Scott, Bill	MGTD		
3	26	61	Hand, Bud	MG Sp		
4	116	1L4	Schroeder, Chuck	Lotus		
5	142	7	Seifried, Richard	Seifried		
6	114	10	Bucklein, Stan	Nichols Panhd		
7	61	31	Boone, Bill	DB Panhard		
8	39	48	Barber, Harold	Jag	1	
9	34	51	Enoch, C. K.	DMW Crosley		
10	105	112	Cooper, Gordon	Alfa Romeo Nardi		
11	255	2L93	Swift, Howard	Swift Spec		
12	14	4L20	Budurin, Alex	Buick-Kurtis	1	

14 starters (1B, 1C, 5D, 3G, 4H, 2FL). Did not fin Richards, MG Spec., hit Panhard; 184, Frank Livingston blew water hose.

RACE NO. 11—Form III. Time, 18.59. Laps, 12. Avg., 75.

1	32		Geslin, Jean	Cooper	
2	101	48	Morrow, Harry	Cooper	
3	212	49	Dane, Stuart	Dane Tr.	
4	214	1L43	Poe, Raymond	Hodge Podge	
5	92	2L31	Thormin, Dave	Thormin Spec.	
6	13	3L38	Black, Bill	JAP	

8 starters. Did not finish—2, Paul Gager, Trimax, case, allowing mag to fall out, shifting arm lever fell off, broke, broken oil line, etc.; 68, Terry Lamoreux, Non crank shaft.

MONA ROAD R

RACE NO. 7—Mod. under 1500cc. Time, 15:35. Laps, 10. Avg., 77. Miles, 20.

						F	G	H
1	159		Eschrich, Bill	Lotus Porsche		1		
2	211	½	Ginther, Richie	Porsche Spy.		2		
3	7	05	Wheeler, Howard	OSCA		3		
4	91	28	Mayer, Harvey	Lotus IX			1	
5	56	40	McHenry, Troy	Porsche 550		4		
6	8	41	Miller, "Dusty"	MG Spec.		5		
7	90	48	Oddous, Jean	Lotus VI			2	
8	261	74	Willis, Charles	Lotus IX			3	
9	126	98	Brauer, Don	MGTC		6		
10	55	2L03	Freutel, Ed	Lotus XI			4	
11	57	04	Turner, Walt	Porsche		7		
12	164	33	Bishop, Noble	Crosley Sp.				1
13	79	36	Sousa, John	MG Spec.		8		
14	58	46	Parker, Ed	Renault Spy.				2
15	33	47	Wilder, Jack	Nichols Panhard				3
16	27	50	Miller, Don	Triumph Sp.				4
17	176	51	Orr, James	Panhard				5
18	73	52	Peron, Perry	Panhard				6
19	102	53	Nethercutt, Jack	Lotus IX			5	
20	25	54	Fellows, Otis	MG		9		
21	174	67	Morrett, Malcolm	Crosley Sp.				7
22	15	69	Stevens, Arden	DB Panhard			6	
23	160	71	Brigandi, Karl	Abarth Fiat			7	
24	107	73	Bratton, Bob	MGTF		10		
25	111	98½	Bundy, Clifford	Crosley				8
26	34	104	Enoch, C. K.	Crosley				9
27	61	3L12	Boone, Bill	Panhard				10
28	255	90	Swift, Howard	Swift Spec.				11
29	112	4L150	Coffey, Robert	Crosley				12
30	114	5L80	Bucklein, Stan	Nichols Panhard			8	

40 starters (16F, 10G, 14H). Did not finish—16, Lance Reventlow, Cooper Climax, locking brakes; 23, John Timanus, Lotus VIII, ran into hay bale, bashed in front end; 26, Bud Hand, MG Spec., hit by No. 16; 42, Jerry Richards, MG Spec., overheating; 83, Dave Watters, MG Spec., bad switch to fuel pump, quit on first lap; 97, Bill Scott, MGTD, blew head gasket; 99, Bud Jacobsen, MGNA, blew head gasket; 116, Chuck Schroeder, Lotus, spun on turn No. 1; 142, Richard Seifried, Seifried Spec., lost wheel on turn No. 9; 269, Bob Winkleman, Panhard, carburetion trouble.

RACE NO. 8—Mod. over 1500cc. Time, 14:45. Laps, 10. Avg., 81.4. Miles, 20.

						A	B	C	D	E
1	6		Murphy, Bill	Buick-Kurtis			1			
2	70	7	Hauser, Eric	Out Hauser Sp.			2			
3	131	8	Drake, Bob	Aston Martin					1	
4	130	34	Evans, Harrison	Ferrari Monza					2	
5	21	47	Dolden, Harold	Sparks-Bonney			3			
6	11	48	von Neumann, John	Ferrari Testa R.						1
7	51	52	Woodward, Fred	Jag Sp.				1		
8	50	54	Miles, Ken	Porsche Cooper						2
9	179	61	Path, Robt.	Ferrari Monza					3	
10	18	1L3	Blackwell, Carlyle	Jag C				2		
11	120	22	Breskovich, Jack	Cad Allard			4			
12	87	32	Thompson, Mickey	Cad-Kurtis		1				
13	289	33	Carveth, Rod	Aston-Martin					4	
14	74	79	Trennert, Robt.	TR2						3
15	127	81	Gregory, Masten	Ferrari Monza					5	
16	359	93	Binney, Wm.	Doretti Sp.						4

18 starters (1A, 5B, 3C, 5D, 4E). Did not finish—14, Alex Budurin, Buick-Kurtis, oil pressure dropped; 39, Harold Barbour, Jaguar, spun and went through snow fence.

SUNDAY, OCT. 21

RACE NO. 9—Cons.-Prod. under 1500cc. Time, 20:23. Laps, 12. Avg., 70.6. Miles, 24.

						F
1	72		Moore, Jim	Porsche Su. SP		1
2	35	2	Hogan, Dan	MGA		2
3	28	27	Garlick, Walter	Alfa Romeo		3
4	177	33	Nixon, Jay	MGA		4
5	194	44	Nichols, Frank	MGA		5
6	225	56	Royle, James	MGA		6
7	143	71	Brandreth, Jud	MGA		7
8	94	72	Seegar, Paul	MG		8
9	37	91	Newitt, Tom	Alfa Romeo		9
10	237	94	Taylor, Sam	MG		10
11	30	96	Brown, Hayden	MGA		11
12	0	97	Honeter, Jim	MGTF		12
13	207	1L05	Reed, John	MGTD		13
14	128	07	Scurlock, Robert	MG MKII		14
15	84	20	Patton, Robert	Porsche AM		15
16	153	23	White, Art	MGTD		16
17	115	34	Nickel, Art	MGTD		17
18	98	41	Alf, John	MGTD		18
19	220	46	Clark, Eugene	MGTD		19
20	187	64	Redden, Wm.	MGTF		20
21	63	73	Baker, Leroy	MGTD		21
22	197	89	Fanning, Howard	MGA		22
23	140	2L08	Roberts, Don	MGTC		23
24	148	14	Farrell, Tom	Porsche		24

29 starters (17F, 12 under 1300cc MG's). Did not finish—81, Dick Morse, Alfa Romeo, fuel pump trouble; 156, Fred Newman, MGTD, spark plug wire came off; 161, Mel Curland, MGA, dropped valve; 171, Hal Bonney, MGTF, black-flagged for loose horn after hitting hay bale; 175, Robert Schulman, MGA, hit hay bales on turn No. 3.

RACE NO. 10—Cons.-Prod. over 1500cc. Time, 19:40. Laps, 12. Avg., 73.25. Miles, 24.

						C	D	E
1	22		Bloemendaal, Gil	AH			1	
2	1	2	Hall, James	Corvette		1		
3	168	36	Breskovich, Jack	AH			2	
4	256	40	Aarons, Gerald	Jag		2		
5	31	41	Bucknum, Ronald	Porsche Sp				1
6	204	42	Hulette, Don	TR2				2
7	36	53	Cairns, Frank	TR2				3
8	139	55	McCord, Samuel	Jag		3		
9	134	57	Montonen, Henry	Jag		4		
10	80	59	Matthews, Jim	Jag		5		
11	48	62	Crowder, Gordon	Porsche Sp				4
12	233	68	Muse, Wm.	AC Ace				5
13	188	69	Storey, Reynards	AH			3	
14	3	72	Bondurant, Bob	AH			4	
15	147	78	Hirsch, Stuart	Jag		6		
16	276	83	Hall, Terry	Jag		7		
17	43	99	McEachen, Jim	AC Ace-Brist.				6
18	317	1L04	Alvarez, William	Jag		8		
19	191	13	McKeown, John	Jag		9		
20	162	15	Ramberg, George	AH			5	
21	85	17	Whitelock, Stanley	AH			6	
22	41	37	Stephenson, Hud	AH			7	
23	217	120	French William	Porsche				7
24	5	2L16	McClure, Richard	Jag		10		

34 starters (14C, 9D, 11E). Did not finish—64, Jim Mourning, Morgan, hit spinning No. 108; John Hathorn, AH, spun, hit by No. 64; 122, Clark Merrick, Tr2; 125, Lawrence Clark, Jaguar, swallowed valve; 138, Lyle Hardy, Tr3, threw rod; 150, Edgar Pye, Corvette, brakes started locking; 167, Mel Robles, Jaguar, lost rod; 173 Robert Evans, AH, spun out under bridge trying to avoid No. 138; 178, Jim Chaffee, Jaguar, lost wheel; 213, Charles Winberg, Morgan, lost wheel, turn No. 11.

RACE NO. 11—Cons.-Mod. cars & Form Libre. Time, 19:12. Laps, 12. Avg., 75. Miles, 24.

						B	C	F	G	H	FL
1	16		Reventlow, Lance	Cooper					1		
2	97	43	Scott, Bill	MGTD				1			
3	26	61	Hand, Bud	MG Sp				2			
4	116	1L4	Schroeder, Chuck	Lotus					2		
5	142	7	Seifried, Richard	Seifried						1	
6	114	10	Bucklein, Stan	Nichols Panhd					3		
7	61	31	Boone, Bill	DB Panhard						2	
8	39	48	Barber, Harold	Jag		1					
9	34	51	Enoch, C. K.	DMW Crosley						3	
10	105	112	Cooper, Gordon	Alfa Romeo Nardi							1
11	255	2L93	Swift, Howard	Swift Spec						4	
12	14	4L20	Budurin, Alex	Buick-Kurtis		1					

14 starters (1B, 1C, 3F, 3G, 4H, 2FL). Did not finish—42, Jerry Richards, MG Spec., hit Panhard; 184, Frank Livingstone, Eliminator, blew water hose.

RACE NO. 11—Form III. Time, 18.59. Laps, 12. Avg., 75.9. Miles, 24.

1	32		Geslin, Jean	Cooper	
2	101	48	Morrow, Harry	Cooper	
3	212	49	Dane, Stuart	Dane Tr.	
4	214	1L43	Poe, Raymond	Hodge Podge	
5	92	2L31	Thormin, Dave	Thormin Spec.	
6	13	3L38	Black, Bill	JAP	

8 starters. Did not finish—2, Paul Gager, Trimax, broke timing case, allowing mag to fall out, shifting arm lever fell off, throttle spring broke, broken oil line, etc.; 68, Terry Lamoreaux, Nonpariel, broken crank shaft.

RACING CHARTS

vg., 77. Miles,

	F	G	H
	1		
	2		
	3		
		1	
	4		
	5		
		2	
		3	
	6		
		4	
	7		
			1
	8		
			2
			3
			4
			5
			6
		5	
	9		
			7
		6	
		7	
	10		
			8
			9
			10
			11
			12
	8		

ce Reventlow, VIII, ran into it by No. 16; ers, MG Spec., MGTD, blew t; 116, Chuck fried, Seifried Panhard, car-

., 81.4. Miles,

	A	B	C	D	E
	1				
	2				
				1	
				2	
	3				
					1
		1			
					2
			3		
		2			
	4				
1					
			4		
					3
			5		
					4

Alex Budurin, Jaguar, spun

12. Avg., 70.6.

	F
	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
	12
	13
	14
	15
	16
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	18
	19
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	21
	22
	23
	24

inish—81, Dick ewman, MGTD, ped valve; 171, tting hay bale; 3.

12. Avg., 73.25.

	C	D	E
		1	
	1		
		2	
	2		
			1
			2
			3
	3		
	4		
	5		
			4
			5
	6		
	7		
			6
	8		
	9		
		5	
		6	
		7	
	10		7

flourning, Mor- it by No. 64; vallowed valve; orvette, brakes Robert Evans, , Jim Chaffee, t wheel, turn

Laps, 12. Avg.,

	F	G	H	FL
	1			
1				
2				
	2			
		1		
	3			
		2		
		3		
				1
		4		

ish—42, Jerry e, Eliminator,

9. Miles, 24.

broke timing throttle spring pariel, broken

RACE NO. 12—Under 1500 cc, Main Event. Time, 60:00. Laps, 38. Avg., 76. Miles, 76.

					F	G	H
1	7		Wheeler, Howard	OSCA	1m		
2	90	40	Oddous, Jean	Lotus VI		1m	
3	77	67	Forbes Robinson, E.	MGA	2		
4	24	71	Barker, Ed	Porsche Su. Sp.	3		
5	4	2L05	Pollack, Bill	Alfa Romeo	4		
6	137	25	Aldhous, Frank	Alfa Romeo	5		
7	57	55	Turner, Walt	Porsche	6m		
8	62	68	Lumkin, J. E.	MGA	7		
9	110	78	Dixon, John	MGA	8		
10	8	89	Miller, "Dusty"	MG Spec.	9m		
11	15	3L76	Erb, Harold	Alfa Romeo	10		
12	176	102	Orr, James	Panhard			1m
13	58	4L27	Parker, Ed	Renault Spy.			2m
14	33	66	Wilder, Jack	Nichols Panhard			3m
15	73	69	Peron, Perry	Panhard			4m
16	163	81	Pickering, Ray	MGA			5m
17	111	11	Bundy, Clifford	Crosley			
18	160	16	Brigandi, Karl	Abarth Fiat Spy		2m	
19	27	11L58	Miller, Don	Triumph Sp.			6m
20	55	17L97	Freutel, Ed	Lotus XI		3m	

42 starters (12Fm, 13F, 8Gm, 9Hm). (21 DNF.) Did not finish—15, Arden Stevens, Panhard, tangled with someone; 25, Otis Fellows, MG, spare tire rack broke, allowing tire to rattle around and break body mounting braces; 26, Alan Kerns, MG, No. 159 pushed him into hay bales; 28, Walt Garlick, Alfa Romeo, decided to save car for another time; 35, Bud Hogan, MGA; 56, Troy McHenry, Porsche, hit tree; 72, Jimmy Moore, Porsche, overheating; 78, Harry Hanford Jr., Alfa Romeo, shifting linkage broke; 79, John Sousa, MG, sucked valve, ran out of power and hit hay bale on turn No. 9; 91, Harvey Mayer, Lotus IX, hit hay bale; 97, Bill Scott, MGTD ,overheating; 102, Jack Nethercutt, Lotus IX, blew gear box; 107, Bob Bratton, MGTD; 116, Chuck Schroeder, Lotus, hit hay bales; 126, Donald Brauer, MGTC, broke axle at start of race; 151, Leon Miller, Alfa Romeo, sounds like a rod; 159, Bill Eschrich, Lotus Porsche, spun, hit hay, shoved back into hay by No. 211. Both ends bent; 164, Noble Bishop, Crosley, broken oil line, bearings froze on camshaft; 174, Malcolm Morrett, Crosley, clutch trouble; 211, Richie Ginther, Porsche 550, hit No. 159; 261, Charles Willis, Lotus IX, broken oil line.

RACE NO. 13—Women & Sedans. Time, 13:35. Laps, 8. Avg., 70.6. Miles, 16.

					C	E	F	G	H
1	253		Levy, Ruth	Porsche Sp.		1			
2	97	01	Scott, Linda	MGTD			1		
3	193	38	Shutes, Betty	Porsche		2			
4	204	57	Davis, Mary	Tr2		3			
5	110	68	Dixon, Marie	MGA			2		
6	5	71	Hoppe, Hildreth	Jaguar	1				
7	88	72	Baker, Sunnie	Porsche Su. Sp.			3		
8	52	97	Woodward, Fred	Alfa Romeo			1*		
9	71	99	Pearson, Ron	Volvo			2*		
10	210	113	Patchen, Marvin	Simca Aronde			3*		
11	45	1L24	Davis, George	Simca			4*		
12	49	44	Finley, Don	VW			5*		
13	139	70	McCord, Ethel	Jaguar	2				
14	237	75	Taylor, Norah	MG			4		
15	0	105	Honeter, Rita	MGTF			5		
16	205	115	Evidon, James	Renault					1*
17	29	116	Kunz, James	Renault					2*
18	104	126	Shaffstall, Duane	Renault					3*

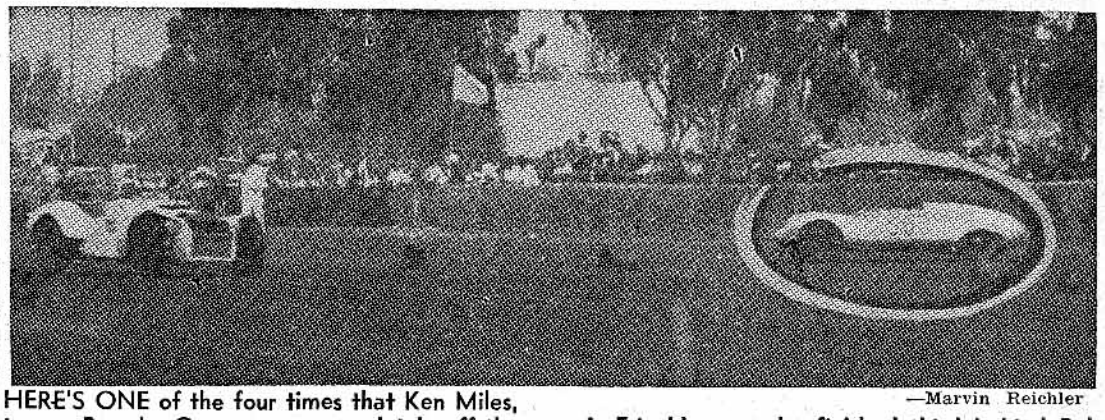
*—Sedan Class.

Women—14 starters (2C, 4E, 1Fm, 2F, 3F*, 1Gm, 1Hm); Sedans—9 starters (5F, 4H). Did not finish—135, Betty Galbally, black-flagged; 160, Carmela Martin, Abarth, not sufficient practice with new car and track; 190, Louise Wilson, Tr2, decided to save car for another time; 311, Eleanor Haid, MGTD, broken clutch rod on last lap; 747, Ellsworth McKusick, Renault, rolled over between turns No .1 and No. 2.

RACE NO. 14—Over 1500cc, Main Event. Time, 59:15. Laps, 40. Avg., 80.9. Miles, 80.

					A	B	C	D	E	G
1	131		Drake, Bob	Aston Martin				1m		
2	50	14	Miles, Ken	Porsche Cooper					1m	
3	70	16	Hauser, Eric	Out Hauser Sp		1m				
4	130	51	Evans, Harrison	Ferrari Monza				1m		
5	11	73	von Neumann, John	Ferrari Testa-R					2m	
6	87	1L90	Thompson, Mickey	Cad-Kurtis	1m					
7	21	2L1	Doldon, Harold	Sparks-Bonney		2m				
8	59	31	Oker, Bob	AC Ace-Brist.					3	
9	231	47	Parkinson, Jim	AH				3		
10	14	68	Budurin, Alex	Buick-Kurtis		3m				
11	18	3L9	Blackwell, Carlyle	Jag C			1m			
12	289	30	Carveth, Rod	Aston Martin				4m		
13	22	4L11	Bloemendaal, Gil	AH				5		
14	90	20	Roberts, Don	Lotus VI						1m
15	152	25	Spears, Geo.	Porsche Sp					4	
16	331	33	Shipman, Richard	AH				6		
17	69	82	Weller, Bob	XK140MC			2			
18	233	97	Muse, Wm.	AC Ace					5	
19	1	5L34	Hall, James	Corvette			3			
20	359	70	Binney, Wm.	Doretti Spl.				6m		
21	168	76	Breskovich, Jack	AH				7		
22	711	6L23	Dixon, Wm.	Siata					7	
23	74	10L67	Seage, Richard	TR2					8m	

30 starters (1Am, 5Bm, 2Cm, 1Cp, 5Dm, 5Dp, 3 Em, 7Ep, 1Gm). Did not finish—6, Bill Murphy, Buick-Kurtis, no clutch; 10, Lek von Kaesborg, Mercedes, loose tappet adjustment; 19, Robert Bondurant, Morgan, wheel came off; 51, Fred Woodward, Jaguar Sp., black-flagged for too soft tires; 113, Lew Bracker, Porsche, overheating; 120, Bob Hoffman, Cad Allard, rear end went out; 127, Masten Gregory, Ferrari Monza, developed water leak; 179, Robert Path, Ferrari Monza, transmission, loud whine; 377, E. Forbes-Robinson, AH, hit No. 18 from rear after No. 18 had suddenly put on brakes in the straight; 500, George Dillaway, Siata, cam drive gear.



HERE'S ONE of the four times that Ken Miles, in new Porsche Cooper, was completely off the course in the main whirl at Pomona. Flying by is Eric Hauser, who finished third behind Bob Drake and Miles.

—Marvin Reichler

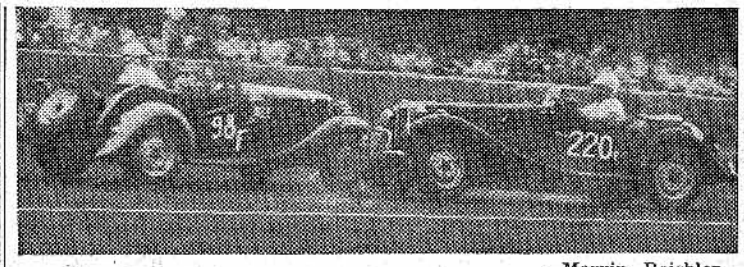
CHRISTMAS GIFTS

Starting to think about Christmas gifts?

Check the advertisements in MOTORACING.

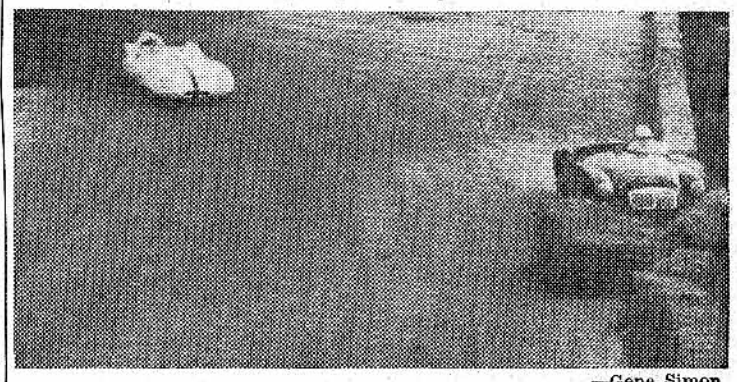
You will find just the products appealing to sports car owners—sold by established, reputable dealers at the RIGHT price.

And unheard-of bargains also are to be found in the Classified Ad section.



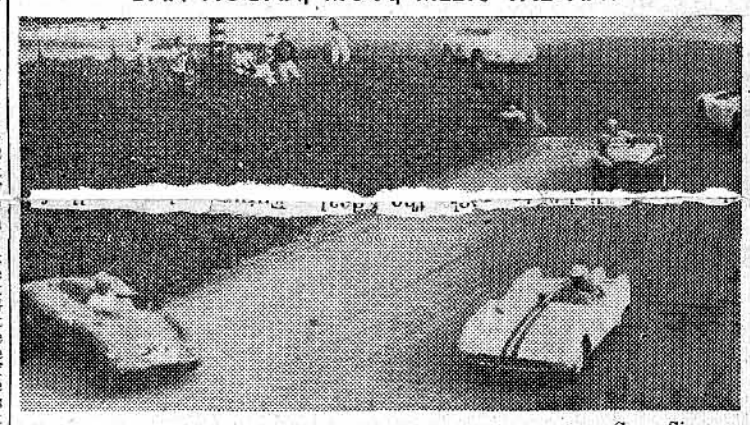
—Marvin Reichler

'SAY, BUDDY, WHICH WAY D'THEY GO?'
John Alt, left, and Eugene Clark



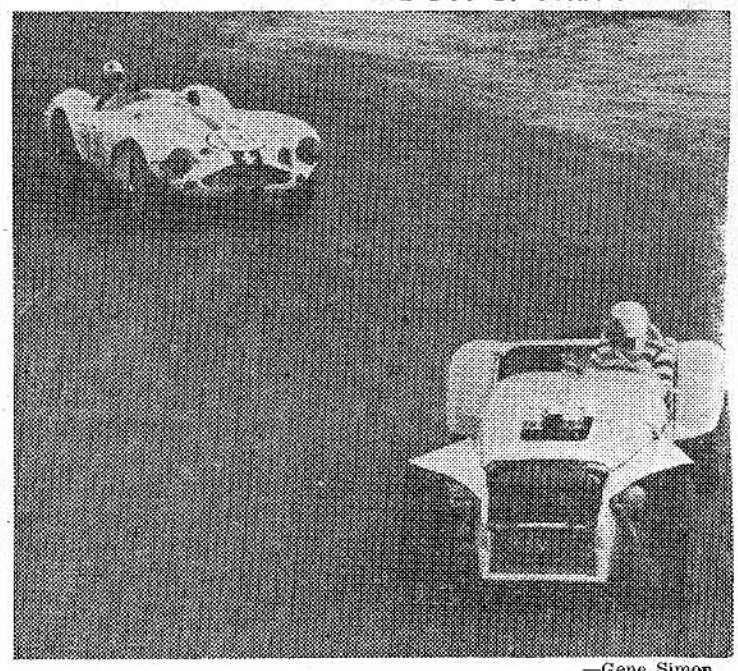
—Gene Simon

DAN HOGAN, MG-A, MEETS THE HAY



—Gene Simon

ED PARKER OFF COURSE OUT OF TURN 9



—Gene Simon

'HEY, ERIC, THAT'S DRAKE BEHIND YOU!'

Myra's Clipboard

By Myra Jones

PIT GLEANINGS FROM POMONA ROAD RACES

2nd Running Pomona Road Races
Oct. 20-21
California Sports Car Club

FIRST OF ALL, for the two or three people who neglected to ask about my motorcycle, here is the explanation. Since riding the motor in Pomona pits last time I decided that they would be too crowded for a "novice" driver. The bicycle (belonging to my son) proved very adequate, even though my muscles are mighty sore. Yes, the exercise (?) was good for me.

Again there were some unhappy people in the pits complaining about the black-flagging system. What they fail to realize is that ALL the officials are volunteers trying their level best to have a safe week-end of racing. It is far better to black-flag a car too soon than too late. Accurate records are kept of all reports to Central Control and the majority of officials on the corners have had enough experience to know what constitutes a dangerous situation. The people in the pits or on the front straight are in no position to judge the performance of a driver when he is out on the course, and many times the driver himself does not realize when he is taking too many chances. The officials are as reluctant to give the BF as the drivers are to receive it. But they will give it every time they think it is necessary.

This was an expensive week-end for practically every entrant. 365 drivers started in 14 races—95 failed to finish. That is a retirement of about 26 per cent. The majority retired with major body damage and many of the finishers also had battle scars. Note the information in the race charts for the retirement reasons.

Nom Hotchin, Morgan mechanic, assures us that all Morgans will run with safety plates on their wheels from now on. Too bad the weather turned out so hot because the gals who bought some of those good looking car coats at **Yvonne Wood's** Glad Rags shop didn't get a chance to wear them. She has some new coats and a wide selection of separates to wear out to the track and others to wear to the Victory Banquet or "at home," so pop in and see her before you go to Palm Springs or Paramount. She is located at 3616 Magnolia Blvd., Burbank. **Lew Spencer** was acting as pit steward for the NSCDA for the week-end.

Some drivers are a little confused with the new blue flags. These are waved on the corner by a turn marshal to let a car know that another car is trying to pass. It acts as an extra rear-view mirror.

An innovation was tried with the black-flag. In the first place, the waving flag still means to take a slow lap and report to the proper authorities for further information. The black flag, held in the hand of the starter and pointed at a driver, means the driver is being watched and he had better watch his driving technique. The new feature was a number sign held up near the bridge. If the driver saw his number he was to pull into the Black-Flag Information Booth. If he missed his number, he was black-flagged in the usual manner. This was all a wonderful idea but a few bugs still need to be worked out because the instructions were not always ready by the time the driver pulled in. This caused no end of frustration. This is not a complaint, just a statement of fact and surely will be worked out before Paramount.

Fred Woodward from Continental Motors in Whittier had two cars entered. During practice on Saturday he lost the gear box on 51, Jaguar Special. He rushed a repair and took a seventh overall, first in class during the eighth race. In the 14th race he was black-flagged for having soft tires. The corner had given him an OK the second time around, but the starter didn't get the information in time. During the first race he lost the gear box on his Alfa Romeo as he was leading with two laps to go.

#133, **Charles Brassell,** in a Corvette, clipped **Rudy Cleye** in #12 Mercedes during practice. The left rear side was bashed and the rear axle was [illegible]

Perhaps some of you were not on turn #1 during the Saturday fiasco. #81, blue Alfa Romeo driven by **Dick Morse,** began to spin as it hit the soft gravel. Several cars missed it but **John Lawrence,** driving the red MG #129 owned by **Mike Ruth,** was not so lucky. He hit the Alfa broadside and broke his front suspension. The Alfa was driven off to the side of the road but it was decided to leave the MG where it had stopped. This proved to be an error in judgment because a few laps later another MG #103 came into the corner too wide and sideswiped it. The poor little red MG was a mess.

#151, **Leon Miller's** Alfa Romeo, developed fuel pump trouble on the last lap after he had driven a very good race. He lost about three places as he coasted across the finish. #85, **Stan Whitelock,** had oil troubles with his AH during the last lap. Following the checkered flag he went directly to his pits. #48, **Gordon Crowder,** had a sign on the rear of his Porsche saying, "BE CAREFUL! MY INSURANCE COMPANY IS TOUGH AS HELL—LLOYDS YOU KNOW."

After the first lap on Saturday, **Masten Gregory** brought his Ferrari #127 in for a quick pit stop. He said he was getting "too much gas." The mechanics removed a spring from the fuel pump but he was still unable to get top performance from the car.

#255, **Howard Swift,** was elated that his new Swift Special finished its race both days—not in the money but it finished. #313, **Attila deLado,** finished 21 in the under 1300cc MG class on Saturday but he blew the engine on the way to the motel Saturday night and did not get a chance to try again on Sunday.

Bill Knowe had his troubles with his new #53 Lotus. Saturday, during practice, he burned out the exhaust valves. He worked until 4 a.m. repairing it for Sunday, but during practice the gear box went out. That gave him five laps of practice each day. **Frank Livingstone** looked right sharp in his polka dot shirt and helmet driving the Eliminator, #184.

#14, **Alex Budurin,** was having a mighty fine race with **Lance Reventlow** #16, Cooper Climax, when the gas line on his Buick-Kurtis broke. He lost four laps in the pits while his crew made the repairs. **Jim McEachen,** #43, had fuel pump trouble with his AC Ace; he finished 99 seconds behind the leader.

Some of the new pet names on cars are: #89, **Tim Considine's** Alfa Romeo is called "Alfy;" #19 **Bob Bondurant's** Morgan, is called "STINKER;" #98, **John Alf's** MGTD belongs to CRUDERIA CORNCOB.

#55, **Ed Freutel,** had trouble with his new Lotus. It was not acting right—missing and overheating. We hear he took a might fine spin at turn #5 and bent some of the new body work. **Marv Patchen** blew a water hose on his Simca Aronde #210 just as he was finishing the 1st race. He coasted down the last few yards.

Klaus Bythiner, former owner of #120 Cad Allard, says he has a trailer for sale which will fit an Allard or any similar car. He lives in San Diego.

The 500cc cars always seem to have mechanical difficulties but **Harry Morrow** points out that local authorities frown on testing such noisy equipment. On Saturday, the race is used as a try-out period to see if the "bugs" have all been worked out since the last race. If you will notice their pits, they are the busiest crews at the races. After Saturday trials they have the real race on Sunday.

Just a "kind word" for **Walter Coleman,** the hard-working chairman of the grid control. He has a thankless job but he is conscientious about getting every driver in his rightful place. The preliminary grid on Saturday is determined by the contest board and Sunday positions are determined by the finishing positions on Saturday. If a car fails to show up on the preliminary grid, the other cars in that line are moved forward to fill the vacancy. This sometimes causes unfairness but it would be impossible to shuffle the entire field. If a car comes up after the cars go out onto the grid, he must stay at the back of the pack unless previous arrangements have been made. Coleman deserves a lot of "thanks" for a job well done.

At the Pomona Victory Banquet the Hard Luck Trophy was presented to **Mike Ruth,** owner of the red MG #129, which hit an Alfa and then was hit by another MG. The car was driven by veteran driver **John Lawrence.** The trophy is donated by the Pacific Sports Car Club, one of the most enthusiastic groups of people at the races.

The CLIPBOARD from Palm Springs will be written by **Carmela Martin.** Be sure to give her all the information she needs. Thank you.

NEW SAFETY BELT

LONDON—A new **type** of simple, "across-the-lap" car safety belt, designed and made to aircraft safety specifications is now available as an approved accessory on the latest Rootes cars.

• Up the Straights

By Jim Mourning

CHEERS FOR HOTCHIN AND PACIFIC SPORTS CAR CLUB

THE PLIGHT of Mr. Average Guy has received much attention from time to time. 'Tis sad to state, but most of it has been at the philosophic rather than the active level. After each spasm of viewing with alarm, things have gone back pretty much to what they were. But all is not in the dismals. During recent weeks, we've come across a couple of ideas that could well be emulated by those who bleed for the masses.

The name of Norm Hotchin out at Worldwide isn't completely unknown to members of the dicing fraternity. Lest your memory is not all what it might be, he's the English chappie who caused a minor sensation at one of the Torrey six-hour goes by popping sets of bearings in and out like they were martini olives.

Unless we miss our guess, however, this isn't what's going to earn him squatting space in the sports car hall of happy tomorrows. Like many a garage owner, he's been more than generous in giving the dicing kids a nice bounce in the way of parts and services. But he's gone most of them one better. Two stalls in his patching emporium have been set aside for the doctoring of ailing competition machinery. And without a cent of cost to the car owners.

Unfortunately, the owning and/or driving of a sports car is not the equivalent of a degree in mechanical engineering, so the laddies are given the green light to pick the brain of any Worldwide MD (doctor of machinery). Should he need tools, no open sesame is required to step into another stall and help himself.

For this, Norm doesn't even ask that they buy parts from his stock. Probably, he'd prefer it that way, but lads of derring-do have been known to trot in parts from elsewhere without earning themselves a spanner massage or even an unkind word.

The other side of this coin, of course, is the chatter-inspiring matter of driver training. In past columns, we've bowed low in the direction of the driver training affair out Costa Mesa way. Now, the Pacific Sports Car Club has come up with another step in the right direction.

In the last issue of **MOTORACING,** you probably saw a story and results of time trials run by this clan up at El Mirage dry lake. To students of things automotive, the results are important. But we feel the philosophy and thinking behind the event are even more important.

The Guiding Lights of the PSCC were undoubtedly buffeted by the long-lived complaints over driver training. They also realized that though the normal time trials and hill climbs have marked value, there is still something lacking. And the matter of safety had to be considered carefully if the program was going to be aimed at the lads with more enthusiasm than gelt.

The result was the reproduction of a full blown road racing circuit on the bed of El Mirage, where the eager but untrained could slide to their heart's content with a minimum of danger and a virtual lack of panel bending.

Nor was this a one shot deal. Future plans call for duplicating existing circuits — such as Pomona and Paramount—as closely as possible to give drivers a chance to practice things they will encounter once they decide to make the big move. To the members of the PSCC, we give the gold-plated dash plaque with a wire wheel cluster.

DR. McHENRY

(Continued from Page 1)

G. Brown, who attended him, said the doctor died of injuries sustained in the crash. He suffered a broken neck and chest injuries.

Hit Hay Bales

Driving a car that he had built and modified himself, Dr. McHenry skidded about 50 feet on the inside coming out of turn four. The car hurtled into hay bales against one tree and glanced off, slamming into another tree 20 feet away. The car spun and wound up facing the crowd to the outside of the track.

The victim was a well-known driver and yachtsman, having competed in several transPacific races to Honolulu. Born in Australia, he held many important medical posts and was due to become president of the American College of Osteopathic Surgeons a week after his death.

Funeral services were held last week at Forest Lawn. Dr. McHenry is survived by his widow, Dr. Amanda Marshall. They lived at 2340 Fargo St., Los Angeles.

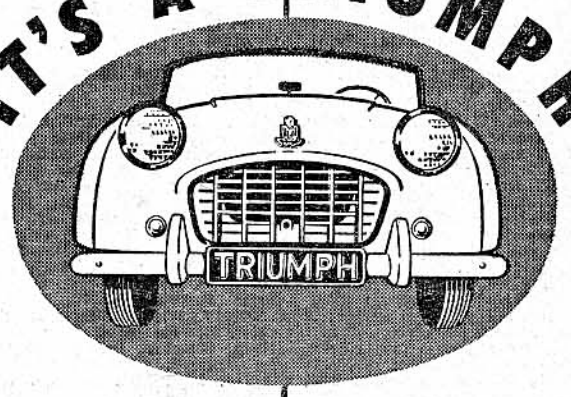
Officer Hit

Another mishap saw Bob Miller, Pomona policeman, suffer a broken shoulder and other injuries when he was struck by a wheel that flew off a Morgan driven by Chuck Winberg. The wheel sheared off at the studs, rolled, hopped and struck Miller in the back during race 10 of the two-day 14-race program.

While officials of the sponsoring California Sports Car Club pointed out that Dr. McHenry's death was the first actual racing fatality in any of their events, there have been two other deaths in events staged by the CSCC. Bob Powell, a 500cc driver, was killed in practice at Willow Springs, Feb. 12, 1955, and Fred Hepburn, a telephone lineman, died July 4, 1954, at Torrey Pines when he was struck by a motorcycle.

TR-3

IT'S A TRIUMPH



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TECH TALK ---

EXCITING SMALL CAR!

By Roger Barlow

AN UNEXPECTED oportunity to put 500 miles on one of the new Alfa Romeo Giulietta Spyder "Veloce" models has given me enough additional data on this most remarkable little car to justify more space on its outstanding qualities.

My short but thrilling drive through Milan in the prototype and another short drive in New York told me enough to judge this car as the most exciting Small car of our day. But 500 miles of traffic, mountain and desert driving permits more considered and experienced judgment.

OVER 90 HORSES

"The Veloce" engine is a hotted-up version of the normal Giulietta 4-cylinder twin cam 1290cc power unit — boosted from 65 bhp to over 90. This increase of power comes from the following changes:

Compression raised from 8.1 to 9.1 . . . 2 dual side draft Webers (in effect 1 carburetor per cylinder) . . . Low pressure muffler . . . New inlet manifold . . . Larger ports and valves . . . Especially well-balanced and fitted parts . . . Maximum power point raised from 6000 to 65-6600 rpm.

These cars now are fitted with an excellent stick shift in place of the less than sporting column shift of the earlier standard models.

Despite the high state of tune of this 1290cc engine (rumors to the contrary, it has **not** become a 1500cc job), it starts instantly and idles without fuss. A diff ratio of 4:1, results of a pretty high 1st gear and a gentle take off in traffic, takes just a bit of concentration at first. It is easier to get away like a flash than to crawl! However, the clutch action is smooth and the car picks its way through traffic with the greatest of ease.

BARK ROBUST

The only problem is the exhaust note — this is robust, to say the least, and its bark tended to inhibit my throttle foot in town. However, on the open road this snarl would be a credit to a Ferrari and it is indeed a thrill to drop into third at, say 65 mph, and accelerate to 80 in passing before dropping back into top.

The twin cam engine revs to 7000 (valve bounce is said to set in at 7200) but is red lined at 6600 — which I never exceeded on this new car. When 650 miles had been covered, I did two short top gear runs — not holding full throttle for more than perhaps 2 minutes. A speedometer reading of 120mph was reached — the rev counter indicating 6500. This would be a true 115mph, which the car will unquestionably do with ease. Given time and being well run in, I am certain that a genuine 120 is possible.

(To Be Continued)

LODGE WINS AT LeMANS!

On July 29th, Ron Flockhart and Ninian Sanderson streaked to victory after 24 hours of gruelling driving in the classic Le Mans Grand Prix. Their D-Type Jaguar covered 2521 miles for an average speed of 104.3 MPH and set a new lap record of 115.1 MPH. The car was equipped with Lodge Standard RL-50 Racing Plugs.

AND HERE IN CALIFORNIA

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• European Scene

By W. Robert Nitske

NOT ALL GRAND PRIX COUNT TOWARD TITLE

NOW THAT the European Grand Prix season has ended and the rumors of driver selections have begun to appear more vehemently, it seems to be an excellent time to get back to fundamentals.

There are numerous Grand Prix events, in Europe as well as here. But they do not all count towards the World Driving Championship. That honor is reserved for only 10 of the Grands Prix, the so-called Grandes Epreuves. (French is still the most-used international language on the continent, if we like it or not. But especially so in the field of motor sports, where the French were the originators.)

These events must be run over a distance of 312 miles (500 kilometers), or for three hours.

The Grands Prix counting toward the championship are: The Argentine Grand Prix, usually the first in the long series of competitions and run at the Buenos Aires circuit.

The Monaco Grand Prix, run in the community of Monte Carlo and consisting of a tricky circuit "around the houses" and up and down the exciting resort town.

FOREST CIRCUIT

The Belgian Grand Prix, run on the fast mountain and forest circuit in the Spa-Francorchamps Ardennes forest area. Seeing a long string of colorful Grand Prix cars leave the starting grid and shriek their way up the long, winding grade is an unforgettable sight.

The French Grand Prix is usually run on the Rheims circuit, but it had been held on a circuit near Lyons and on the speedy Montlhery track.

The British Grand Prix, held at the Silverstone circuit, or in 1955 at the Aintree track.

The German Grand Prix, run on the most difficult of all racing circuits, the Nurburgring in the Eifel mountains. This course has some 174 curves and turns and a difference in elevation of 1,250 feet. It is 14 miles long.

The Italian Grand Prix, usually run on the Monza track. With the new loop, this extremely fast track devours tires almost faster than they can be put on the cars. Seeing cars on two tracks at the same time is a peculiar sensation.

EVENTS CANCELLED

The other European Grands Prix, which counted toward the official standings, were also the Dutch Grand Prix, the Swiss Grand Prix, and the Spanish Grand Prix. All of these events were cancelled last year, because of the bad publicity racing received recently. The Zandvoort circuit is in the sand dunes, but was not too exciting to drive, when your correspondent lapped it—for a dime fee. The Bremgarten course was a tricky forest course and mainly instituted as a promotional scheme which has probably served its purpose. The Barcelona event was usually the last one of the season.

The Indianapolis 500-miler is, of course, also a Grand Prix, and the only recognized event in the United States, for formulas. And a special formula, at that. But the results count toward the World Championship.

8 FOR FIRST

Points are earned for first place, 8; for second, 6; for third, 4; for fourth, 3; and for fifth, 2 points. For the fastest lap during the actual race one point is granted to the driver.

There are naturally many Grand Prix events which are tremendous fun to watch and which have excellent international participation of drivers and works cars. The starting money is usually what brings them there.

TITLE TO BRYAN

SACRAMENTO, Oct. 21—Although finishing third in his quest for a fourth straight triumph here, Jimmy Bryan of Phoenix, Ariz., safely tucked away the USAC National Championship circuit's 1956 title by virtue o fthe points accumulated to date.

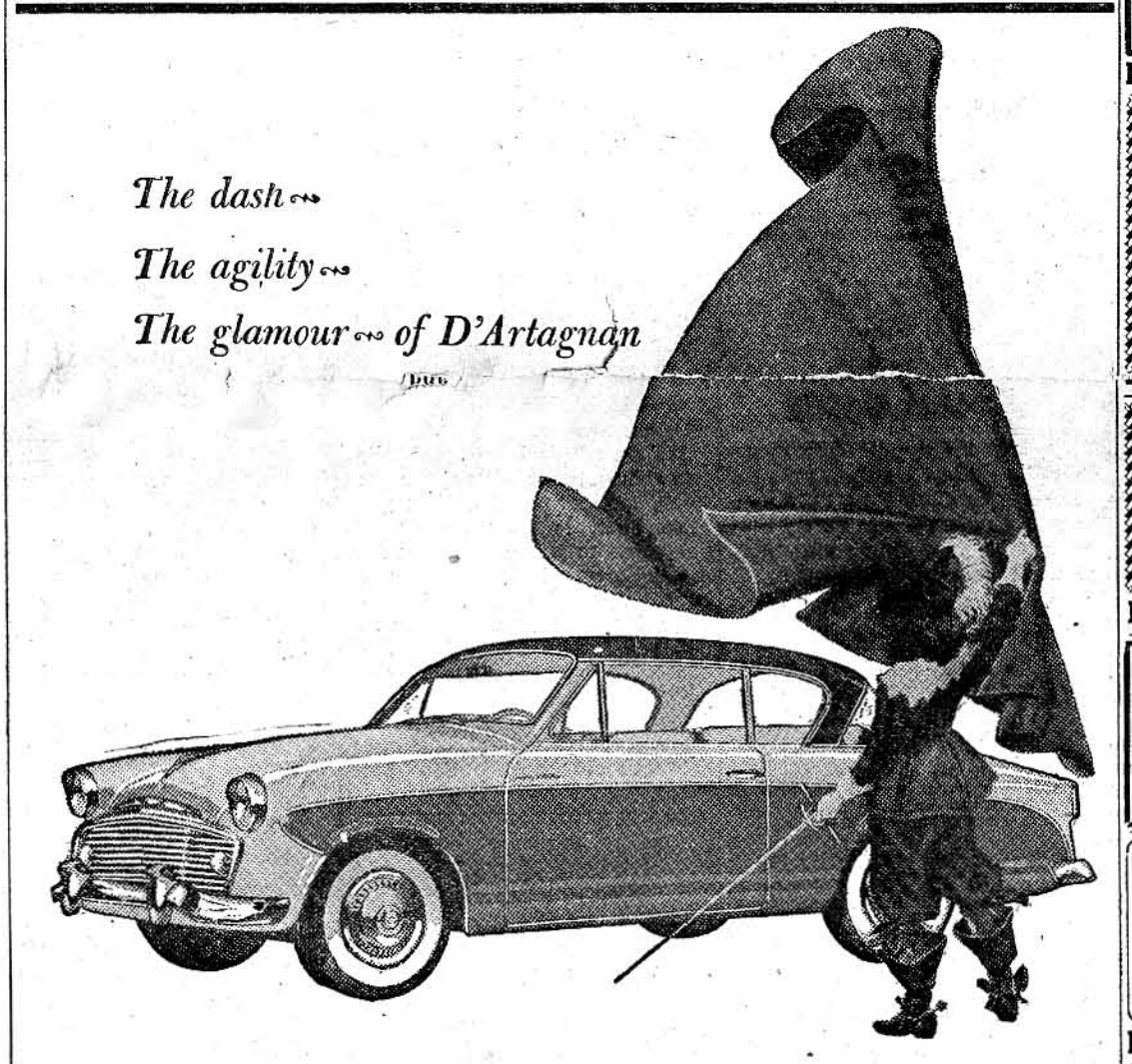
Jud Larson of Oklahoma snared the 100-mile dirt track event on the one-mile Fairgrounds oval, marking his first victory in what is termed racing's "major league." Don Freeland, Inglewood, was runner-up.

REFLECTING the tremendous strides made by Cal Sales, Inc., Western distributors for Triumph sports cars, ground-breaking ceremonies were recently held near the Gardena firm's present offices for new parts, service and warehousing facilities. Turning earth is Walter G. Danielson, Cal Sales president. Looking on are Dorothy Deen, executive vice-president, and Jim Lynch, contractor-builder. Set for completion by January, the 13,000 sq. ft. expansion will include a modern wash rack and gasoline pump.

Murphy, Miles Racing Leaders

Over 1500cc—Bill Murphy 18, Carroll Shelby 9, Jack McAfee 7, Lou Brero 7, John Barneson 6, Sam Weiss 6, John von Neumann 5, Harrison Evans 5, Ken Miles 4, Masten Gregory 3, Bill Krause 3, Eric Hauser 3, Richie Ginther 3, Bob Drake 3, Jerry Austin 2, Phil Hill 2, Jean Pierre Kunstle 2, Fred Woodward 1, Chuck Daigh 1.

Under 1500cc—Ken Miles 17, Richie Ginther 16, Sam Weiss 14, John Porter 8, Jack McAfee 8, Eldon Beagle 7, Jean Pierre Kunstle 7, Pete Lovely 5, Howard Wheeler 3, Cy Yedor 2, Bill Pollack 2, Frank Monise 2, Jean Oddous 2, Bill Eschrich 1, Geo. Keck 1, Rex Huddleston 1, John McLaughlin 1, E. Forbes-Robinson 1.



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Tell Them MOTORACING Sent You

Rallye Roundup

By Buzz De Bardas

THIS SHOULD INTEREST KNOT-HEAD RALLYE MASTERS

Well, here goes copy number 26, or is it the 27th? To date, from the correspondence received, there are a few readers who agree and a few who don't. It's time for a "bombshell' and here goes!

I doubt if it is often considered, but it is possible that less than 50% of the people who win Rallies get the first place trophy. Now before you cancel your subscription to MOTORACING, please read on.

To the best of my knowledge, I have never been on a Rallye that wasn't run and scored as honestly as possible — 99% of sports cars owners are sportsmen and above cheating. True, I've been on some real goofy Rallies that were poorly run and from the length of time taken to mail the results out to the campetitors, one could say poorly organized all the way — again poor but honest.

GOOD QUESTIONS

Here, though, is the rub, and the few things someone should ask the Rallye Master prior to his laying out the Rallye: Do you and the Rallye Master know that if you run from point "A" to "B" at 30 mph and it measures 10 miles and then you rerun it at 45 mph, the distance from A to B will be more or less than 10 miles. Now if you own a hot Austin Healey and like to drive with your foot in the fan, try it at 80 mph (just a bit illegal in California) (Editor's Note: This fact mentioned to keep lawsuits at an absolute minimum.)

Now, at 80 mph you might come up with an error as great as 10%. Now what happens if the Rallye Master either doesn't know or doesn't care? The result is that the competitor who is almost perfect, can't win and the boy who is a bit careless might.

OLD KNOT-HEAD

The next point to be considered is a matter known as air pressure. The very least we expect from the Rallye Master is that he check his tires immediately prior to running his 10-mile odometer check to see that he has a normal amount of air in them. He should attempt to drive the complete Rallye at the same speed that will be listed in his instructions without fooling with his tires or air pressure.

Again, what happens if Old Knot-Head runs the first 10 miles with 20 pounds of pressure, then stops to fill them up to 65 pounds to cut down tire squeal as he goes through corners sideways? You guessed it — old Howard Frank comes in second with three seconds more error than some silly kid who also started with his tires at 20 pounds.

Next issue: More on Knot-Head Rallye Masters.

CAMERON CAPTURES MIDGET FEATURE

Don Cameron, Downey, won the URA 100-lap Grand Prix midget feature Oct. 13 at Gardena Stadium in a wire-to-wire effort, driving the Bob O'Leary Buick Special.

A scant six points ahead of Santa Ana's Johnny Moorhouse for the URA championship before the race, Cameron became a certain titlist as Moorhouse finished eighth.

First five: Don Cameron, Les Scott, Allen Heath, Billy Cantrell, Lowell Sachs. Winning time: 25min., 52.45sec. Cameron also won the 4-lap trophy dash and his 8-lap heat. Other heat winners: Clay Robbins Eddie Anderson, Hal Minyard and Jim Devitt. Robbins also captured the 25-lap semi-main, with Porky Rachwitz second and Joe Binter third.

SLALOM SLATED

A "slalom-type" gymkhana will be staged by the Lockheed Sports Car Club Nov. 11, 9 a.m., at the San Fernando Valley May Company parking lot, near Laurel Canyon and Oxnard.

Al Torres of road racing fame will be guest starter.

Slalom course features a standing start and a standing finish connected by short straight stretches and numerous curves laid out between rubber pylons. There will be no reverse driving.

There will be no charge for spectators. Participants will be charged only $1.50 to compete for trophies in five classes—under and over 100-inch wheelbase sports cars, under and over 100-inch wheelbase sedans and the ladies class. For further info call, Gordon Martin, Hollywood 9-7712 (between 6 and 7 p.m. weekdays).

MOTORING fo(u)r FUN

By John Foster
National President, FCCA

GREETINGS, fellow stockholders! It's that time of the year again when, after taking a deep breath from the season's many activities, we suddenly realize that we are a blooming corporation!

JOHN FOSTER

For 11 joyous months in the year we consider ourselves just a convivial conclave of car cavorters (I nearly said "characters"). But comes November and we must dust off our "books" and fulfill the State's obligation by holding a general meeting of stockholders (i.e., all members) in this California Non-Profit (I'll say!) Corporation.

Nov. 23, Friday, at 8 p.m., in the Mobilgas (bless 'em) Auditorium, 612 S. Flower St., Los Angeles, is the time and spot to which you will all be invited by mail (by law) and we hope you'll come (by golly).

We promise to make the business short (it's also sweet, as this year's Board of Directors has done a great job of running things smoothly and successfully) and General Petroleum promises to have something lined up in movie fare that will make your trip a very pleasant one.

Besides, it's real fun to slap old faces on the back and hear cries of "Blimey, where the 'ell you been?" from guys and gals you thought had died, left town or gone Detroit on you.

It's an admirable opportunity for airing those views, suggestions, criticisms, etc., that you have been longing to air all year, and provides a chance for the 1957 board and officers to be forewarned of your wishes.

To those of you who have not yet joined the FCCA and who wish to learn something of its activities, its past and its future, we extend a cordial invitation to attend this annual business meeting. See you there.

CALENDAR

November

3-4—SCCA (L.A. Region) National Sports Car Races, Palm Springs.
3—CRA race cars, 100-lap Grand Prix, Gardena Stadium, 8:30 p.m.
4—USAC stock car races, Paramount Ranch, Agoura.
11—NASCAR Grand National late model stock car 200-miler, Willow Springs Road Course, 1 p.m.
12—USAC National Championship 100-miler, State Fairgrounds, Phoenix, Arizona.
17-18—CSCC road races, Paramount Ranch, Agoura.
25—Desert SCC Hill Climb.
T—SCCA (L. A. Region) Time trials, Costa Mesa.
T—Pomona SCC Time Trials, L. A. County Fairgrounds, Pomona.
*T designates Tentative

RALLIES

November

1-4—National SCCA Appalachian Rallye, Hershey, Pa.
*10-11—MGCCA Tour Des Anges III (Championship).
11—Triumph Owners Club Gamblers' Rallye (Triumphs only) south entrance of Rose Bowl, 9 a.m.
11—San Fernando FCCA Gymkhana, Valley Sears Parking Lot, Laurel Canyon & Victory, No. Hollywood, 9 a.m.
11—Victor Valley SCC 1st Annual Hill-N-Dale Rallye, Mojave Desert Equipment Co., Hiway 66A, Victorville, 9 a.m.
11—Lockheed SCC, Slalom gymkhana, San Fernando Valley May Co. parking lot. 9 a.m.
18—Arrowhead Masters' Rallye.
21-25—4th Annual Great American Mountain Rallye.
24-25—Whittier FCCA II Annual Chili Bean Tour to Borrego Springs.
24-25—Convair SCC 3rd Nuts and Bolts Rallye, Mission Valley Country Club, San Diego, 8 p.m.
24-25—S.C.U. Stygian Rallye, Acalanes High School Parking lot, San Francisco.
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Topango 4042.

* Designates event approved by So. Calif. Council of Sports Car Clubs.

DEATH TAKES ROSIER

PARIS, Oct. 30—French driver Louis Rosier died today of injuries suffered in the Grand Prix du Salon at Montlhery last Oct. 7. He had been in a coma. That same race also claimed the life of Benoit Musy.

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"C" JAGUAR, very clean, 3 Weber Carbs, "D" type head and cams, red with black interior, $3,995. MONTE Carlo Allard Coupe, full race Cad. engine, car is very clean, black with red leather interior, $3,850. Clarence Talley Auto Co., 801 N. Pearl St., Dallas, Texas.

FOUR-SPEED GEAR BOX designed fit Ford and Mercury engines 41-48. Same gear box described in July Road & Track. Used in French "Comete Monte Carlo" approximately 1,000 miles. $350. Roy W. Marsh, 15235 La Paz Dr., Victorville, Calif.

NEW 3-SPEED SYNCRO - MESH CLOSE-RATIO GEAR BOX for American engine. Proven successful and RELIABLE. Take over 400-h.p. Price of $300 is $200-$400 cheaper than anything on the market. DI. 4-7917

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FIAT 500 FRONT SUSPENSIONS, frames, engine, gearbox, radiators, wheels, tires, seats, etc. Also Singer SM 1500 body & chassis parts. Low prices. Geo. Genevro 114 Chabot Ct., Modesto, Calif.

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TRIUMPH TR2, 1955, White, new paint job, wire wheels, heater and many other extras. $2115. 3160 Heather Rd., Long Beach 8, Calif. GArfield 1-4577.

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'56 TRIUMPH TIGER CUB motorcycle plus a 2 bike trailer. $575 cash. Box M, Motoracing.

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FOR SALE

BEAUTIFUL BLONDE wishes to sell her beautiful black Jaguar XK140M coupe. Red leather interior, walnut paneling. Overdrive. Whitewalls. Wire wheels. Showroom condition. 4 months old. $3700. Blonde is leaving country! Cathy Lancaster, 1005 Roble Ave., Menlo Park, Calif.

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DIESEL ENGINE, Mercedes 170D, complete and in working condition. (Starter, generator, manifolds, pump injectors, etc.). Dick Davenport, 4901 Telegraph Rd., Los Angeles 22, Calif. Angeles 3-7476.

RAGGED-EDGE TYPE California driver desires ride at Nassau in bomb-type car. Class and overall wins. Willing to pay own expenses. Eric Hauser, 4905 Hollywood Blvd., Hollywood 27.

ATTN: Parravano, Cunningham, Hoffman, von Neumann, Chinetti, Kurtis, Neubaurer . . . Ambitious young man—married—age 25—college—desires position. Mechanical knowledge and experience foreign cars and parts. Have sold own business. Interests sports and racing cars. Desire opportunity to advance to "Right Hand Man." Box H, MOTORACING.

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POMONA

(Continued from Page 1)

from then on it was exciting, which was a new wrinkle.

HAUSER LEADS

Hauser, a young man who has a bad habit of always swiveling his neck to see who's following him, boomed out in front for one lap, but on the 12th it was Miles, who led through the 15th. And he was lucky—lucky not only to take second, but lucky to be allowed to finish. He was off the course four times, had been warned and would have been tossed out for good the next time it happened.

All of this time the florid Drake was hanging back in fourth and fifth. Hauser came back to grab the lead on the 16th while Miles was going through his acrobatics. He held that spot through the 20th, the halfway point, and then Drake took him.

From then on it was all Drake, while Hauser and Miles, slipping all over the course, alternated second and third. Miles, of course, is more of a driver than he showed.

BIG TIME AGAIN

This was a graduation into the big-time for Drake, who had been steering small machinery. Back in October of 1954, he won at Palm Springs with a 4.5 Ferrari, beating out Bill Pollack, Harrison Evans and Murphy.

Bob, a charter member of the Pacific Sports Car Club, is a former midget driver and got going with the sports cars about four years ago. It was cam Cooper who got him thinking in a serious sports car racing vein.

The best production effort amongst all this modified dicing was turned in by Ed Savin's AC Ace-Bristol, driven by the sterling Bob Oker, who finished eighth over-all and third in class E behind two modifieds, Miles' job and von Neumann's Testa Rossa. That deserves a salute.

GREGORY OUT

Masten Gregory, up in front early in Temple Buell's Ferrari Monza, figured as one of the most rugged of all threats. But the kid has had it rough lately. This time his mount developed a water leak.

Drake averaged 80.9mph, not too far off when Murphy won it in 81.4 last June.

The under-1500cc one-hour 38-lapper was won by Howard Wheeler in an OSCA. There was plenty of daylight—40 seconds—between him and Jean Oddous, a rapidly rising star, in a Lotus VI.

This one was screwy. It was a bitter duel between Dr. Bill Eschrich, Wheeler, and Richie Ginther, Porsche Spyder. There is no love ost between Dr. Eschrich and Ginther, especialy after Ginther is alleged to have been passed by the medico on the yellow flag the day before.

HITS THE HAY

Late in the semi-main today, Eschrich, leading and closely pursued by Richie, hit some hay and came out backwards on the course, tail out. That was the part Ginther hit. Both went out—and that let Wheeler and the rest of the tribe in.

The charts elsewhere in this section tell the story for each race, except that it should be reported Jim Parkinson's Healey clipped Rudy Cleye's MB, Bob Oker knocked the daylights out of everything in production from 1500-2000 with Ed Savin's AC Ace-Bristol, and Frank Aldhous nipped Bill Pollack, both of them steering those swift Alfa Romeo Giuliettas.

The races were staged by the California Sports Car Club in conjunction with the Pomona Elks.

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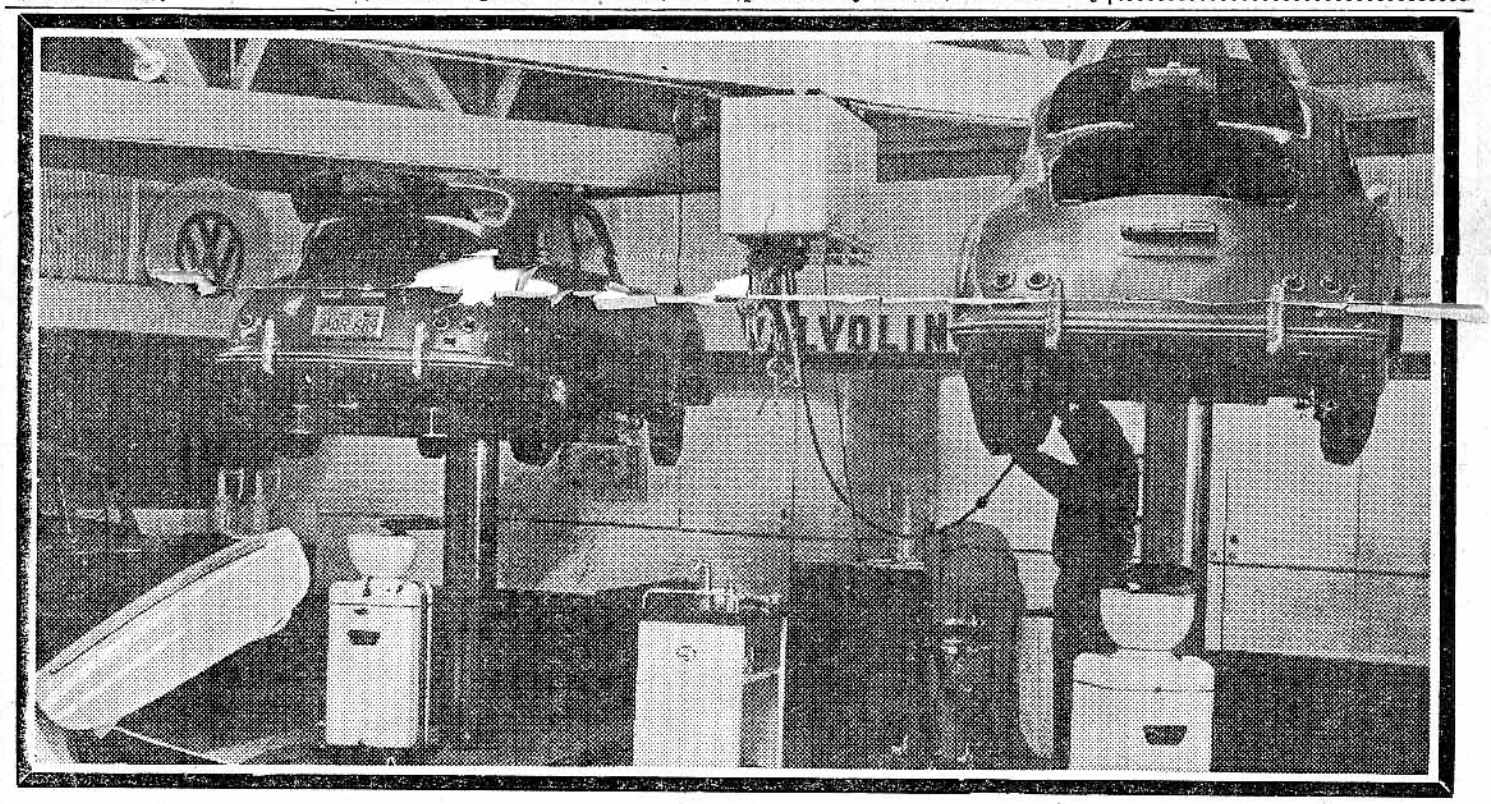

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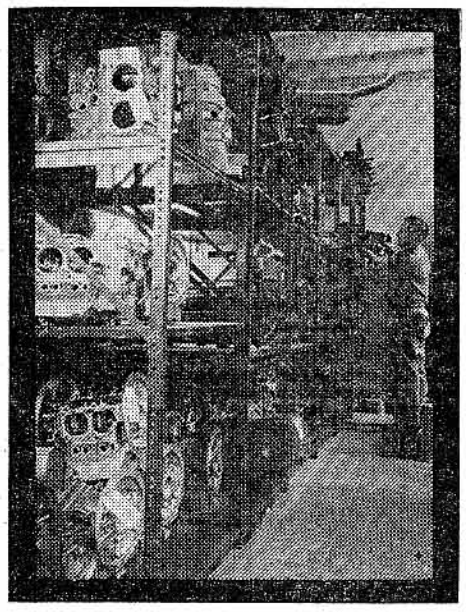

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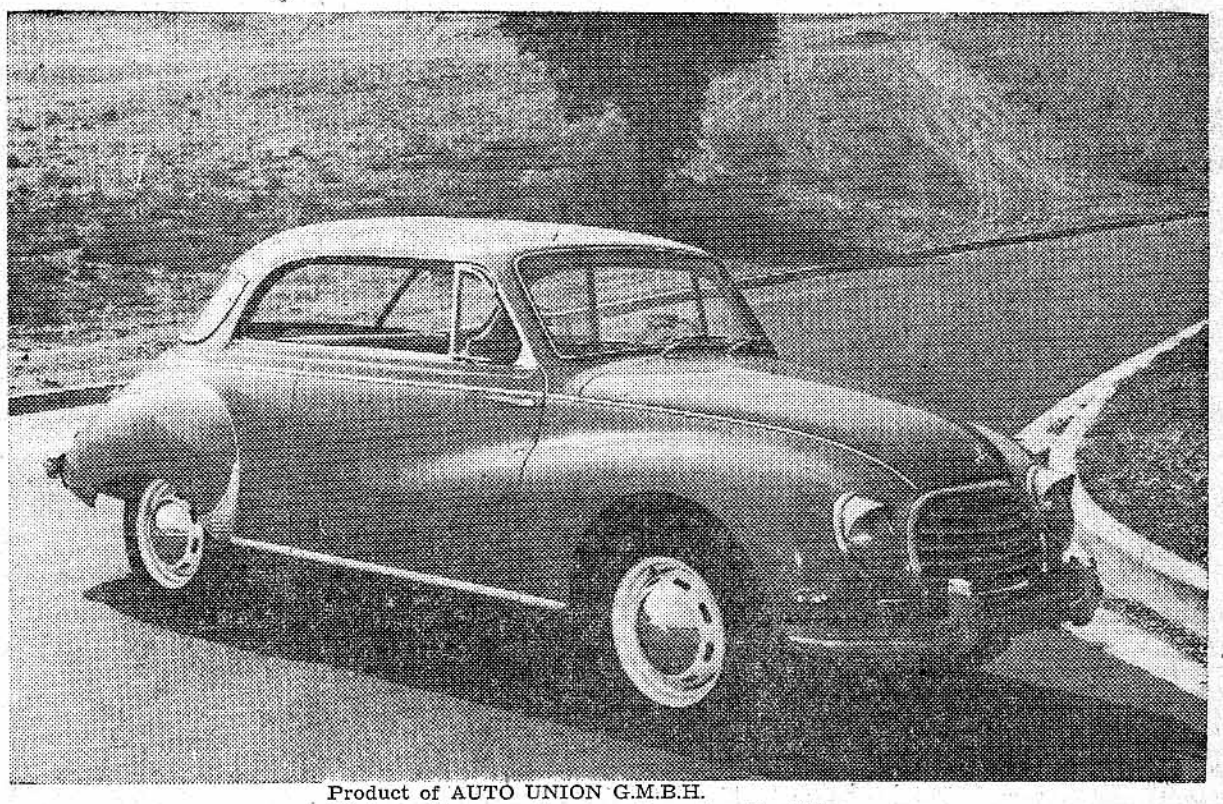

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